



CITY OF KIRKLAND
Planning and Building Department
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MEMORANDUM

To: Planning Commission

From: Adam Weinstein, Director, Planning and Building
Jeremy McMahan, Deputy Director, Planning and Building
Janice Swenson, Senior Planner
David Barnes, Senior Planner

Date: August 19, 2021

Subject: Moss Bay and Everest Neighborhood Plan Update, File: CAM21-00072 #3

Recommendation

The Planning Commission review and comment on the first drafts of the Moss Bay and Everest Neighborhood Plans in preparation for the public hearing on September 23.

Background Discussion

A key project on the 2021 Planning Work Program is updating the existing [Moss Bay](#) and [Everest](#) Neighborhood Plan chapters of the Comprehensive Plan. In January staff began organizing for the neighborhood plan update. On [April 8, 2021](#), staff briefed the Planning Commission on the scope of work for updating the two plans, using the [Neighborhood Plan Framework process document](#) as a guide, and the community engagement approach. The Zoning Code establishes the legislative review process (Process IV) for amending the Comprehensive Plan whereby the Planning Commission conducts a public hearing on the draft plans, then makes a recommendation to City Council for final decision.

At the April 8 briefing, the Planning Commission suggested staff reach out to the senior community and to apartment owners to send notices to their renters to take the survey. The Commission also suggested increasing business representation on the Working Group. The Commission suggested policies be included in each plan to:

- Implement the Cross Kirkland Corridor (CKC) Master Plan
- Provide multi-modal connections (bicycles, pedestrians) to the CKC, BRT/Stride Station at NE 85th Street/I-405, and Downtown
- Encourage expanding retail home-based businesses as pilot projects for future citywide application
- Evaluate parking facilities and strategies and inclusionary affordable housing options for Downtown

Staff gave a presentation to the Senior Council regarding the Moss Bay and Everest Plan process. There are several business owners on each working group. The Everest neighborhood contains mostly condominiums and therefore the property owner and resident postcards that were mailed reached out to that group. In the Moss Bay

neighborhood, a separate survey was sent to a few properties containing renters. Staff reached out to the Kirkland Chamber of Commerce Policy Committee. Staff has incorporated **the Commission's** suggestions into the policies in both draft Plans such as implementing the CKC Master Plan and provide multi-modal connections to the CKC, BRT Station, and Downtown. The Everest Working Group is opposed to including a policy to expand retail home occupations in their neighborhood (see discussion below under Everest Plan). The Moss Bay Plan includes a policy supporting exploring parking facilities and strategies for inclusionary affordable housing options for Downtown.

At the [April 20, 2021 City Council meeting](#), Council was briefed on the neighborhood plan update process. Council suggested the following be included in the update process and plan policies:

- Involve the Cultural Arts Commission and Tourism Development Committee as stakeholders in the process
- Solicit input from renters
- Emphasize importance of connections and circulation between the BRT/Stride station, Downtown, Kirkland Urban, Kirkland Transit Center and **Google's** offices
- Pursue affordable housing opportunities (especially in the Downtown and public property) and include the missing middle housing allowed by code
- Encourage ground floor retail, restaurants and amenities

Planners met with staff for the Tourism Development Committee and Cultural Arts Commission and agreed that both groups are more focused on short term implementation of their programs rather than long range plans. How tourism activities play a role in Parks (at Everest Park and Peter Kirk Park) is more appropriately addressed with the Parks, Recreation and Open Space (PROS) Plan update currently underway by the Parks and Community Services Department.

On July 23rd, staff sent out a second survey to solicit input from those who rent in Moss Bay. The earlier survey had less responses from those identifying as renters. Staff felt getting more input would be beneficial and could help inform affordable housing policies. The outreach for this survey included Moss Bay working group members taking flyers to numerous apartment complexes in the neighborhood to help get the word out for the survey and the **City's Communication staff** posting a survey link to Next Door to encourage more participation. The survey is open until August 23rd.

Working Groups

Members for each working group were recruited by the neighborhood associations, staff and stakeholder organizations within the community with the goal of selecting a diverse group of members while keeping the group a manageable size. The working groups met three times and worked closely with staff to review the draft plans, vision statements, survey questions and assisted at the workshops. Below are the working group members for each neighborhood.

Everest Working Group:

David Aubry- Chair Everest Neighborhood Association
Owen Paulus- Vice chair Everest Neighborhood Association
Steve Cox- Resident and Architect
Rowena Toguchi- Resident and Realtor
James Chen- Resident
Mia Karlinsky- Teen
Dave Tomson, SRM Development, developing Google campus on 6th Street So.

Moss Bay Working Group:

Alex Chen – Chair Moss Bay Neighborhood Association
Doug Davis – Downtown Association and Hallmark Realty
Doug Waddell – Multi-Family Property Owner
Uzma Butte – Moss Bay Resident
Bea Nahon – KAN (Moss Bay rep)
Jawad Khaki – Director Iman Center
Cherese Bourgoin - Owner Bella Sirena Salon
Kim Bentz – Commercial Property Owner

Community Engagement Activities to Date

Since January, staff have been busy conducting public outreach and community engagement activities within each neighborhood listed below. Where possible, we combined the public engagement activities with both neighborhoods. Meetings were held virtually because of the COVID-19 pandemic. Feedback from these activities has been reviewed and incorporated into the draft plans. Below is a summary of the efforts conducted to date:

- **Project webpages on the City's webpage share information and meeting** dates: [Everest Neighborhood Plan Update](#) and [Moss Bay Neighborhood Plan Update](#)
- Presentations at the Moss Bay and Everest Neighborhood Association meetings
- Presentation at a Youth Council meeting
- Public notice signs installed in key locations in both neighborhoods
- [Presentation](#) at the April 28, 2021 [Transportation Commission meeting](#)
- Postcards mailed to all residents and property owners within Moss Bay and Everest neighborhoods informing of the webpages, survey, workshops
- An online survey conducted in May-June. [Everest Survey](#) and [Moss Bay](#) survey summaries are available on the project webpages.
- Two separate community workshops conducted on June 8 and June 14. Workshop comment summaries are on the [Everest](#) and [Moss Bay](#) neighborhood plan update project webpages.
- Three Working Group meetings held for each neighborhood.
- List serve email announcements sent to people regarding status of the process and public engagement opportunities
- Staff conducted an early Equity and Inclusion Assessment (EIA) for the plans.
- City wide media blitzes Currently Kirkland, Next Door, Twitter, Facebook
- Presentation at the Kirkland Chamber of Commerce Policy Committee meeting

- Attended a July Eastrail Corridor event at Feriton Spur Park to promote the plans
- August Wednesday Market City sponsored booth to promote the neighborhood plans, city-wide long-range projects (Surface Water; PROS Plan; NE 85th Street Station Area Plan)

Draft Neighborhood Plans

Revisions to both Plans

The draft plans incorporate the comments received from the public outreach activities and Working Groups into the vision statements and revised policies (see key changes for each plan below). The first drafts of each plan are included in Attachment 1 - Moss Bay Plan and Attachment 2 - Everest Plan.

Both Plans have been revised to include the following key changes:

- Historical Context sections are new or revised in coordination with the Kirkland Heritage Society and neighborhood associations
- Text was added recognizing the First Peoples who lived in the area prior to white settlement of Kirkland (*Citywide Land Acknowledgement and resource document due in fall*)
- Existing relevant text headings revised into policy statements
- Plans reformatted to be consistent with current format for neighborhood plans
- Equity and inclusion efforts-
 - Text was reviewed and revised to **reflect Kirkland's values as a** welcoming, inclusive, and equitable city. Text is welcoming and inclusive of those who live or work outside the boundaries of each neighborhood and includes consideration of households who may desire to live in the neighborhood in the future. Words were removed if they were considered exclusionary or not equitable to some
- Policies added to improve multi-modal circulation and connections from the neighborhoods to key areas in City and transit centers including future BRT/Stride Station and to complete sidewalk routes to Downtown and Lake
- Policy added to support Citywide Missing Middle Housing (MMH) and affordable housing policies in the Housing Element, the Housing Strategy Plan objectives, and adopted MMH and Accessory Dwelling Unit regulations
- Policy added recognizing the future BRT/Stride Station at NE 85th Street and Station Area Plan to be completed next year and the importance of providing pedestrian/bicycle connections from the neighborhood to the station (*similar to policy adopted in the Norkirk and Highlands Plans*)

Key Changes between the existing and first drafts of each neighborhood plan are summarized below.

Revisions to Everest Neighborhood Plan

- Incorporated new vision statement based on community feedback and working group direction (*existing plan does not include one*)
- Added sew history section describing the historic influence of the old railroad line on the neighborhood. Included reference to the old train station location, new

train depot-themed picnic pavilion, role of the station in WWI internment of people of Japanese ancestry, and who the neighborhood and Everest Park were named after

- Revised and updated policies based on key priorities expressed by the public and working group (see Workshop and Survey Summaries) include the following:
 - Improve vehicular circulation throughout the neighborhood and distribute equally no matter which neighborhood. Note: existing policies and codes require a through block connection with redevelopment of the north side of Houghton Everest shopping center
 - Build out CKC master plan
 - In industrial areas, near Everest Park and CKC, encourage small retail tasting rooms (wineries, breweries, distilleries), restaurants (*like Deru in Norkirk*) to enhance users experience in industrial areas.
- Revised map figure showing planned east/west Greenway along Kirkland Avenue
- Revised text to describe the current land uses and changes since the last update
- No community-initiated amendment requests (CAR) for land use changes/rezones are proposed

Everest Working Group comments on draft plan:

The Working Group met most recently on August 16 to review the draft Plan and had the following comments:

- Overall, the group supports the draft Plan policies and vision statement. The **Group's guidance and** edits are incorporated into the current draft.
- The Group opposed a policy idea to encourage expanding home-based businesses in residential areas to allow retail services as a test case. The Group is concerned that expanding retail could get out of hand and impacts too great if homes became gathering spots for large groups, for example, if a home turned into a coffee shop or bar. Staff deleted the policy.
- A Neighborhood Boundary change proposal was discussed in detail, with the Group opposing the change (see section below).

Revisions to Moss Bay Neighborhood Plan

The draft Moss Bay Plan has been presented in a different way than the Everest Plan. It is shown in a similar format, but the introductory language that usually accompanies each section and contextualizes the policies is still being written. Staff

has provided language that has been completed, such as the overview section, the new vision statement, the introductory language for the Natural Environment section and the policies themselves. In the next few weeks, these deficiencies will be eliminated, and the draft Moss Bay plan will look similar to how the draft Everest Plan looks now.

- Major reconstruction of the existing plan
 - Eliminated much of the language related to land use and urban design.
 - Reformatted and added policy statements consistent with current format for neighborhood plans.
- Expanded existing vision statement to encompass the entire neighborhood (current vision statement was only written for the Downtown Plan section)

- Creating new Historic section discussing, including pre-settlement and significant people, buildings and places.
- Revised Natural Environment section based on community feedback that includes policies consistent with protection of existing features and promotion of green features that improve water quality.
- Revised Land Use section to better integrate the Downtown and the perimeter areas and added policy language to reflect more inclusive and equitable neighborhood that can grow more sustainable over time.
- Added a new Transportation section, consistent with the new neighborhood plan format and policies that discusses the importance of multi-modal connections and alignment of efficient transportation modes that build un existing pedestrian and bicycle infrastructure.
- Revised the Open Space/Parks section to acknowledge the importance of consistency **with the City's PROS plan**. Identify potential redevelopment project related to Peter Kirk in addition to existing reference to Lakeshore Plaza at Marina Park development.
- Included new and revised policies based on key priorities expressed by the public and working group (see Workshop and Survey Summaries) to help achieve the **neighborhood's vision**. Some examples of this are as follows:
 - Affordable housing requirements for both the downtown and areas around downtown. Making housing more affordable and equitable informed policies MB-8 and MB-17 in the draft Moss Bay plan.
 - Additionally, making sidewalk and pedestrian and bicycle connections better for all users and abilities was reflected in policy MB-30.
 - Policy added to encourage expanding home-based occupations to support small retail uses in residential areas

Moss Bay Working Group comments on draft plan:

The Working Group met on August 9th to review the draft Plan policies:

- Overall, the group supports the draft plan policies and the vision statement. Minor edits were suggested and incorporated into the current policies and vision statement.
- Staff will meet again with the working group to review the complete package prior to the public hearing.

Other Study Issues

Status of NE 85th Station Area Plan study areas within Everest Neighborhood

The current June Alternatives being studied for the Station Area Plan (SAP) do not include any land use changes in the Everest Neighborhood. The SAP is studying the office zoned location on the north edge of the neighborhood (Sierra Building) for an increase **in building height from 30' to 60'** to encourage additional transit-oriented development close to the BRT/Stride Station (see below). Additional areas of SAP study in the neighborhood are focused non-motorized mobility improvements to improve neighborhood access to the BRT/Stride station. Those concepts are included in the draft neighborhood plan. Station Area Plan recommendations will be finalized after the neighborhood plans are adopted.



Status of NE 85th Street Station Area Plan study areas within Moss Bay Neighborhood

The current June Alternatives being studied for the Station Area Plan (SAP) do not include any significant land use changes in the Moss Bay Neighborhood. The SAP is studying increased building heights **of up to 60' for various parcels along NE 85th and 6th Street** to encourage additional transit-oriented development close to the BRT/Stride Station (see below). In some cases where shown on the map below, the SAP concept is not making significant changes to the allowed building height but would eliminate the current minimum lots sizes required to achieve the height. Additional areas of SAP study in the neighborhood are focused non-motorized mobility improvements to improve neighborhood access to the BRT/Stride station. Those concepts are included in the draft neighborhood plan. Station Area Plan recommendations will be finalized after the neighborhood plans are adopted.



Explore shifting Everest/Moss Bay neighborhood boundary line

Related to the City’s pending Regional Center application with Puget Sound Regional Council (PSRC), staff has initiated a conversation with the neighborhoods, Planning Commission and City Council about shifting the neighborhood boundary line so that the SRM/Google phase 2 & 3 campus would be in the Moss Bay neighborhood (see map Attachments 3 and 4). The Regional Center designation is being pursued because it recognizes the commitment that the City has made to smart growth and enables the City to better compete for the federal and state transportation funding that helps support that growth. The rationale for the boundary change is to consolidate this key employment center within one neighborhood plan and within the eventual boundaries of the designated Regional Center. **PSRC has indicated that the City’s** Regional Center application should be limited to the combined boundaries of the Moss Bay neighborhood and the Station Area Plan (excluding any portion of Everest other than the parcel noted above). Because the properties are developed, there is no substantive policy or regulatory change to the community.

The Everest Working Group discussed the preliminary proposal to shift the neighborhood boundary. The Group understands it may be a bureaucratic problem for the City to negotiate with PSRC, but the Working Group (and, likely, the entire neighborhood) would be uncomfortable with and opposes the idea; feeling that there are more negatives than positives for the following reasons. See Attachment 5, letter from Dave Aubry Chair of the Everest Neighborhood Association:

- Google/SRM companies have been part of the neighborhood community. They attend neighborhood meetings, events, support the neighborhood association, and have provided support and many amenities to the neighborhood.
- Direct neighborhood connection to the CKC is important to the neighborhood and part of the neighborhood character.
- Connection to the 6th Street South corridor and what occurs there is important to the neighborhood and the east and west sides of the street should be considered a consolidated planning unit.
- The neighborhood has more to say over transportation improvements that might be funded if it's in Everest rather than Moss Bay.

Staff is seeking Planning Commission and City Council direction on the potential boundary change prior to adoption of the final neighborhood plan.

Next steps

The next step will be for staff to incorporate Planning Commission comments into a revised draft of each plan for public review and comment at the public hearing. Staff will conduct an SEPA review on the draft plans prior to the hearing. Ongoing public outreach about the upcoming public hearing will be conducted. Following the public hearing, the Planning Commission will make a recommendation to City Council for review and final adoption. Below are the tentative public meeting dates:

- September 23, 2021 Public Hearing on Draft Plans before Planning Commission
- November 3, 2021 City Council briefing on draft plans
- December 14, 2021 final adoption by City Council

Questions for Planning Commission

- Does the Commission have suggested edits to the Plans?
- What are your thoughts on the neighborhood boundary change?

Attachments:

1. Draft Everest Plan
2. Draft Moss Bay Plan
3. Greater Downtown Urban Center boundary map-*current*
4. Map showing Google moved to Moss Bay neighborhood
5. Letter from Dave Aubry

cc: File Number CAM21-00072 #3

XV.E. Everest Neighborhood Plan Draft #1 -8/17/2021

Editor Notes:

Some existing text has been moved to align with the new format for neighborhood plans. Strikeout ~~text~~ is deleted existing Plan text. Underlines are new text.

1. Overview

The Everest Neighborhood is bounded by I-405 freeway on the east, the Cross Kirkland Corridor (CKC) on the west, Central Way on the north and the Houghton Everest Neighborhood Center commercial district to the south along NE 68th Street. Westerly views of the mountains and Lake Washington are visible from the eastern hillside. The neighborhood is geographically compact, centrally located and has a bit of everything from parks, residential, retail shopping and industrial uses.

Format of analysis for the Everest Neighborhood is discussed:

~~Specific land use designations for the Everest Neighborhood are illustrated in Figure EV-3. These designations are based on several factors including the natural environment, existing uses, traffic patterns, land use inventories, and other relevant concerns. For convenience, the following analysis of the Everest Neighborhood has been divided according to functional headings.~~

2. New Vision Statement

The following vision statement reflects how community members envision the Everest Neighborhood in the future and will work to achieve this vision using this document as a guide.

The community values the diverse population of people who live in the neighborhood and the sense of belonging. There is a sense of community and cohesiveness. Children know each other. New residents are welcomed at community gatherings. The neighborhood is maturing gracefully and is adapting to change in an inclusive way.

Everest is unique in that it is a short walk or bike ride to Downtown, the Houghton Everest Neighborhood shopping area, the Cross Kirkland Corridor (CKC), Lake Washington, and over the freeway pedestrian bridge to the Rose Hill neighborhood and Bus Rapid Transit/Stride (BRT) transit station at NE 85th Street/I-405. The CKC provides gathering places for the neighborhood as well as pedestrian and bicycle connections to other areas of the City and regional destinations via the Eastrail Corridor. Pedestrian and bicycle mobility to these destinations has improved with the addition of missing sidewalks, bike lanes and safety improvements. Mobility within the neighborhood and connectivity to other neighborhoods is improved as redevelopment of commercial and mixed-use parcels has created more through-block connections, consolidation of driveways, and intersection and pedestrian frontage improvements.

The 6th Street South corridor is one of Kirkland's major high technology employment hubs yet continues to support diverse small businesses. This economic environment and community partnerships have led to many community amenities that provide opportunities to play and socialize along the CKC. These public/private partnerships were instrumental in implementing the CKC Master Plan and have served as a template for trail-oriented development in other neighborhoods.

The Houghton/Everest Neighborhood Center has evolved into a thriving, pedestrian-oriented mixed-use center, with businesses that meet the retail and service needs of the community and housing that supports these businesses and provides additional housing options for residents of the neighborhood. Attractive streetscapes, vehicular and pedestrian through-block connections, landscaping, pedestrian amenities and building design create a true neighborhood center for Everest and other adjoining neighborhoods. In the northwest corner along Kirkland Way, professional offices provide a gateway to the neighborhood and jobs within close proximity of the BRT/Stride station. In light industrial areas, manufacturing uses like breweries and wineries have created neighborhood gathering places with accessory uses such as tasting rooms, small restaurants and retail.

New affordable housing in the neighborhood has been created through thoughtful infill options in lower-density parts of the neighborhood, and redevelopment of multifamily and mixed-use projects. The lower-density residential areas now provide more housing choices for various income levels with a variety of detached houses, duplexes, triplexes, cottages, and accessory dwelling units. Increasingly, new development is utilizing sustainable green building practices.

The mature, wooded hillside located in the southeast corner of the neighborhood that connects to Everest Park is preserved as park open space and provides a natural system of protected wetlands, streams, steep slopes and wildlife corridors, which lessens the visual and noise impacts of the freeway.

3. *New* Historical Context

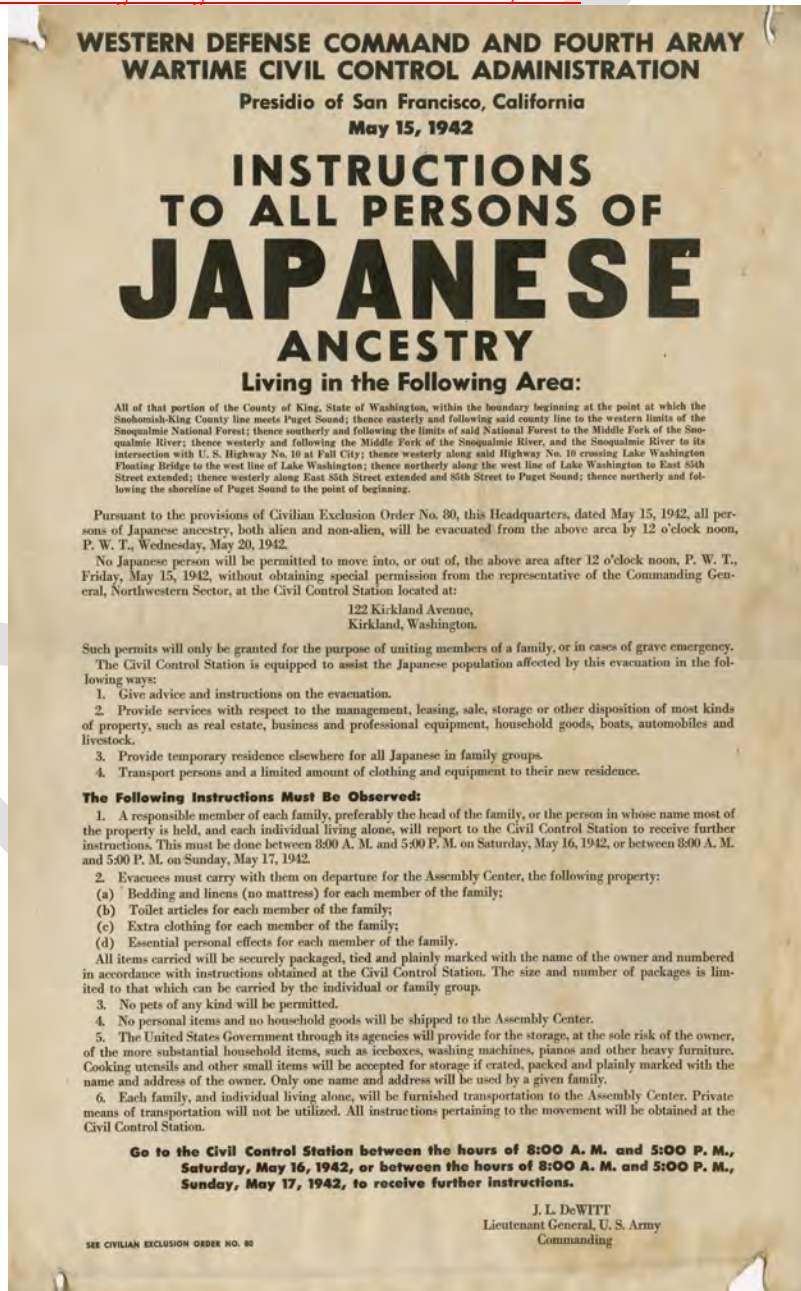
Kirkland and the Everest Neighborhood is located on the traditional land of the First Peoples of Seattle, the Duwamish People. The Duwamish Tahb-tah-byook tribe once inhabited the Lake Washington shoreline from Juanita Bay to Yarrow Bay, as described in more detail in the Community Character Chapter of the Comprehensive Plan. Lake Washington offered an abundance of riches, including wapatoes (a wetland tuber), tules, cedar roots, salmon, waterfowl, berries, deer, muskrat, beaver and otter. The 1855 Treaty of Point Elliott guaranteed hunting and fishing rights and reservations to all Tribes represented by the Native signers, including the Duwamish People. In return for the reservation and other benefits promised in the treaty by the United States government, the Duwamish People exchanged over 54,000 acres of its homeland. Today those 54,000 acres encompass much of present-day King County, including Kirkland. Unfortunately, the opening of the Lake Washington Ship Canal in the early 1900s had a detrimental effect on the Duwamish People, lowering the level of the lake, affecting wetlands, and diminishing traditional food sources.

Before the Everest neighborhood became part of Kirkland in 1949, it served as a largely agricultural area providing fresh produce, dairy products, and eggs to Seattle residents.

The Everest neighborhood was the railroad gateway to Kirkland. In the early part of the 20th century, goods and people primarily traveled over long distances either by ferry across the lake or by rail on the Lake Washington Belt Line, later the Northern Pacific rail line, along what is now the Cross Kirkland Corridor (CKC). Kirkland's rail station was in the Everest Neighborhood, on Railroad Avenue, about ¼ mile north of the Rotary Central Station picnic pavilion (see the circa 1925 photograph of the station, road underpass, and steam engine). Vestiges of an older railroad right-of-way can be seen in the embankment in the woods directly to the east of Everest Park.

This was the railroad built to serve Peter Kirk's steel mill in the late 1880s. The embankment connects to the north with what is now Slater Street. The station was torn down in the late 1960s and was replaced by a metal building that remained into the mid-1970s before being demolished.

The train station's history is also a painful reminder of the forced relocation of people of Japanese heritage living along the west coast to internment camps during World War II. According to the U.S. Government War Department, Civilian Exclusion Order No. 80 dated May 15, 1942, on May 20-21, 1942, persons of Japanese ancestry living in Kirkland and other parts of the region were required to leave all their personal property and evacuate the area via boarding the train in Kirkland to relocate to inland detention camps located elsewhere in the United States (see photo of the poster documenting the government order below).



The existing Rotary Central Station building was completed in 2020 with private and public contributions and volunteers as a tribute to the City's railroad heritage and historic station location. The Rotary Central Station pavilion contains picnic tables, illustrative signage about history in Kirkland, a train signal, old rail tracks and native vegetation along the CKC. The railroad history theme continues at the Feriton Spur Park, located a short walk south of the Station building along the CKC, where an old train caboose has been repurposed for other uses.

Everest Park and the neighborhood are named after Harold P. Everest (1893-1967), former Chairman of the Journalism Department at the University of Washington, owner and publisher of the East Side Journal, and civic leader in Kirkland. In the 1940s, Everest Park was the site of a housing project, called 'Project A', built to house U.S. Government wartime emergency workers at the Lake Washington Shipyards, where Carillon Point is today. Following World War II, workers left the area as shipyard work disappeared and the housing project was torn down when the residents left. The Federal government sold the land to the City for a park for fifty percent of its true value. It is believed that a few of the houses were moved to various nearby locations. The original baseball field was completed in June of 1963. Everest Park has existed for close to 65 years undergoing several changes and continuing to evolve today.

The industrial area between the CKC and 6th Street South evolved from a heavy manufacturing area to high technology and other office uses. During World War II, a warehouse complex was built for the US Navy and the shipyard adjacent to the railroad tracks in the industrial area between 6th St South and the tracks. After the war, these buildings became headquarters for a number of manufacturing companies. Into the 1970s, Seattle Door was Kirkland's largest employer, with several hundred workers at the site. In 2006, the old buildings were torn down and the site redeveloped into the Google office complex. Through a private/public partnership with the City and a developer, Feriton Spur Park was constructed along the CKC providing amenities for the community such as public open spaces, basketball courts, tennis courts, other recreational facilities, restroom, and a community garden.



Old train station and new Rotary Central Station picnic pavilion

Policy EV-1: Preserve features and locations that reflect the neighborhood's history and heritage.

As described above, Everest has a rich history. The Rotary pavilion, which conveys the story about the old railroad depot located along the CKC, and the sign at the railroad trestle, are great examples of what can be done to provide an amenity for the community and at the same time tell the history of an area. At this time, there are no buildings, structures, sites or objects in the Everest neighborhood listed on the National and State Registers of Historic Places or designated

by the City of Kirkland. The City should continue to periodically survey buildings in the neighborhood to identify and designate those of historic significance.

Policy EV-2: Provide markers and interpretive information at historic sites.

Providing markers and interpretive boards enables the community to have a link with the history of the area. Attention should be given to celebrating the neighborhood's history in an inclusive way, including by helping residents and visitors understand the history of the area prior to white settlement.

4. Natural Environment

Policy EV-3: Protect and enhance the natural environment in the Everest Neighborhood.

Environmental policies for the Everest Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Everest neighborhood is located within the Moss Bay drainage basin and contains multiple wetlands and streams (see Figures EV-1a-3). These natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures EV-1a and EV-1b identify geologically hazardous areas within the Neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas addresses risks and impacts associated with development.

~~Text deleted because geotechnical reports are required in Zoning Code Chapter 85. Geologically hazardous slopes are identified. Slope stability analyses should be required, and development should be regulated accordingly.~~

Figures EV-1a and EV-1b identify moderate and high landslide slopes and seismic hazard areas within the Everest Neighborhood. Moderate and high landslide slopes exist in the northern and eastern portions of the Everest Neighborhood. Due to the possibility of landslides, excessive erosion, or other problems associated with development on slopes, a slope stability analysis should be required prior to development on these environmentally sensitive slopes. If landslide or drainage problems are likely to occur as a result of the proposed development, then the type, design, and/or density of the land use should be restricted as necessary to avoid these problems. Existing vegetation in these areas should be preserved to the greatest extent feasible to help stabilize the slope and maintain drainage patterns. Seismic hazard soils are shown in wetland and stream areas (see Environment Element Chapter).

Policy EV-4: Maintain and restore the functional integrity of watercourses streams and wetlands. to be maintained or improved segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Several open streams exist in the Everest Neighborhood and continue west through the Moss Bay Neighborhood (see Figure EV-2), including Everest Creek. These streams should be preserved and maintained in their natural state, or where necessary restored to a natural condition to provide not only for the natural water storage and quality flow in the Moss Bay natural drainage

~~basin system, but also and~~ to provide ~~wildlife habitat and~~ natural ~~open space~~ amenities in the area.

~~Wetlands exist in the southeast portion of the Everest Neighborhood.~~

~~In t~~The southeast portion of the Everest Neighborhood also contains several wetland areas the water table is at, or very near, the surface (see Figure EV-2). ~~In this vicinity the surface is wet and soggy, indicating the presence of a wetland that~~ providing important water storage and ~~surface~~ water filtration functions, as well as providing habitat for ~~a number of wildlife species~~. Many of the wetland areas are now in public ownership, ~~however, future proposals for development in this area should take these hydrologic and biologic conditions into consideration. Specific methods for preserving the wetland areas should be part of future development proposals (see Environment Element). City regulations ensure that activity in or near these critical areas mitigates environmental impacts associated with development.~~

DRAFT

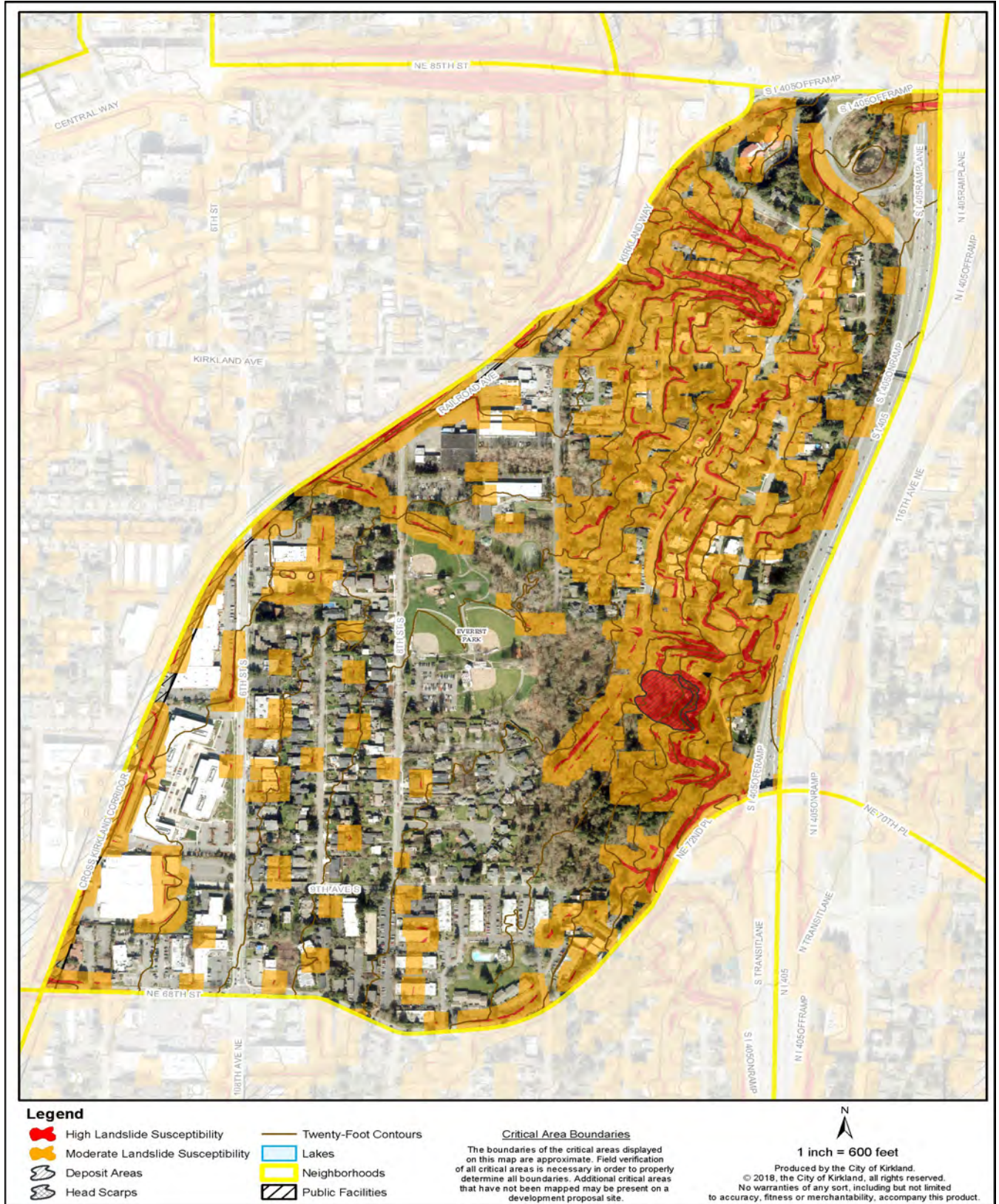


Figure EV-1a: Everest Landslide Susceptibility

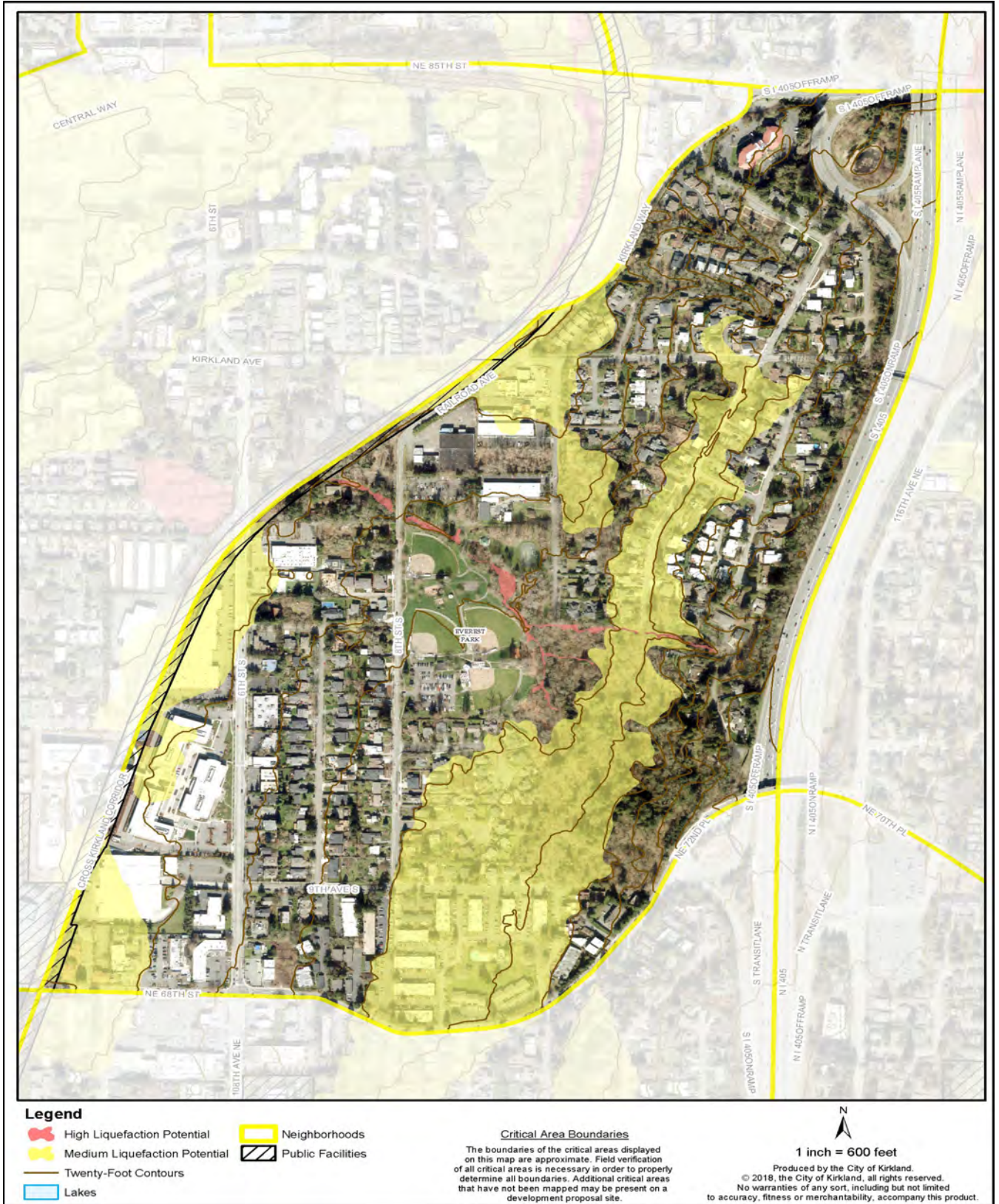


Figure EV-1b: Everest Liquefaction Potential

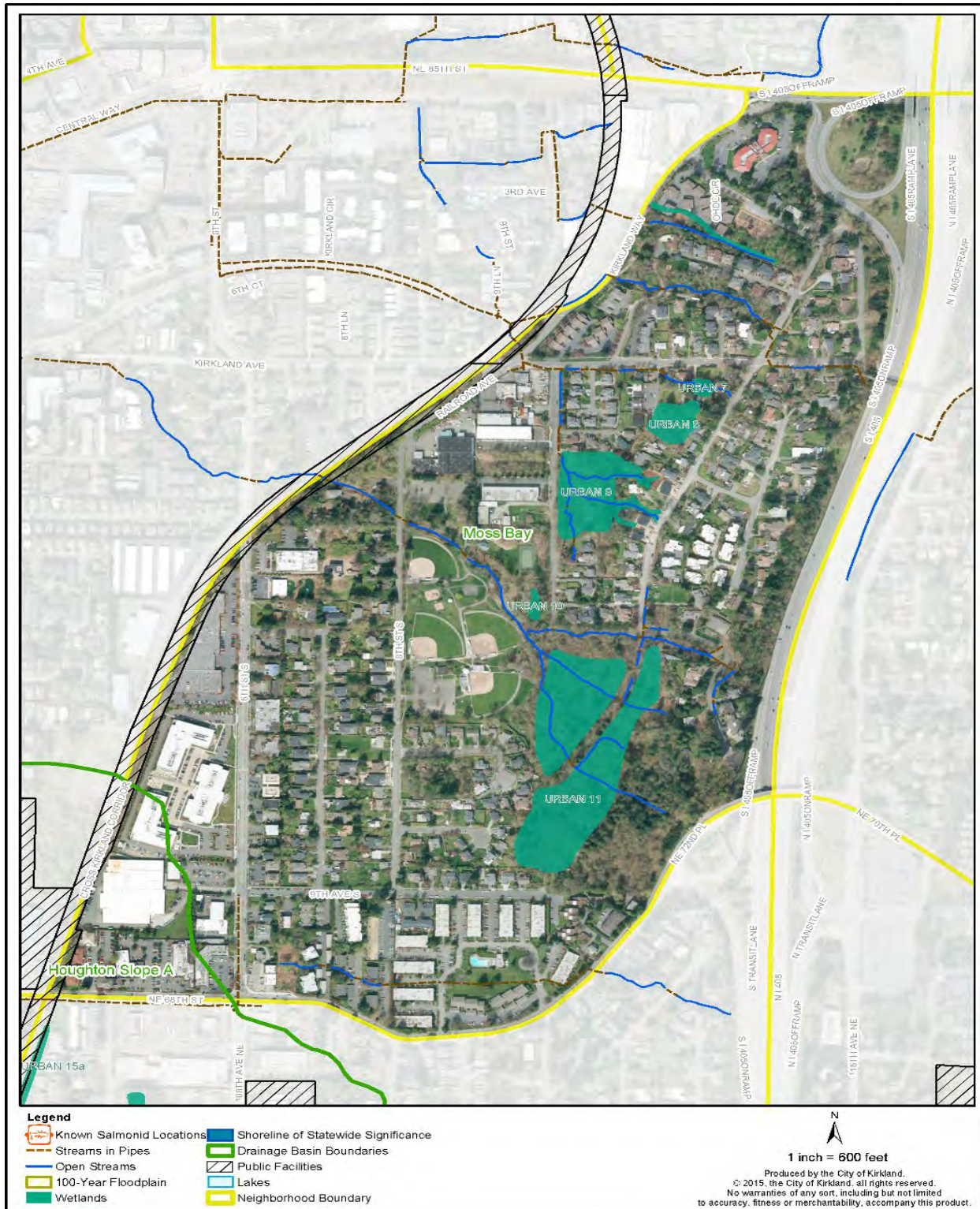


Figure EV-2: Everest Wetlands, Streams, and Lakes

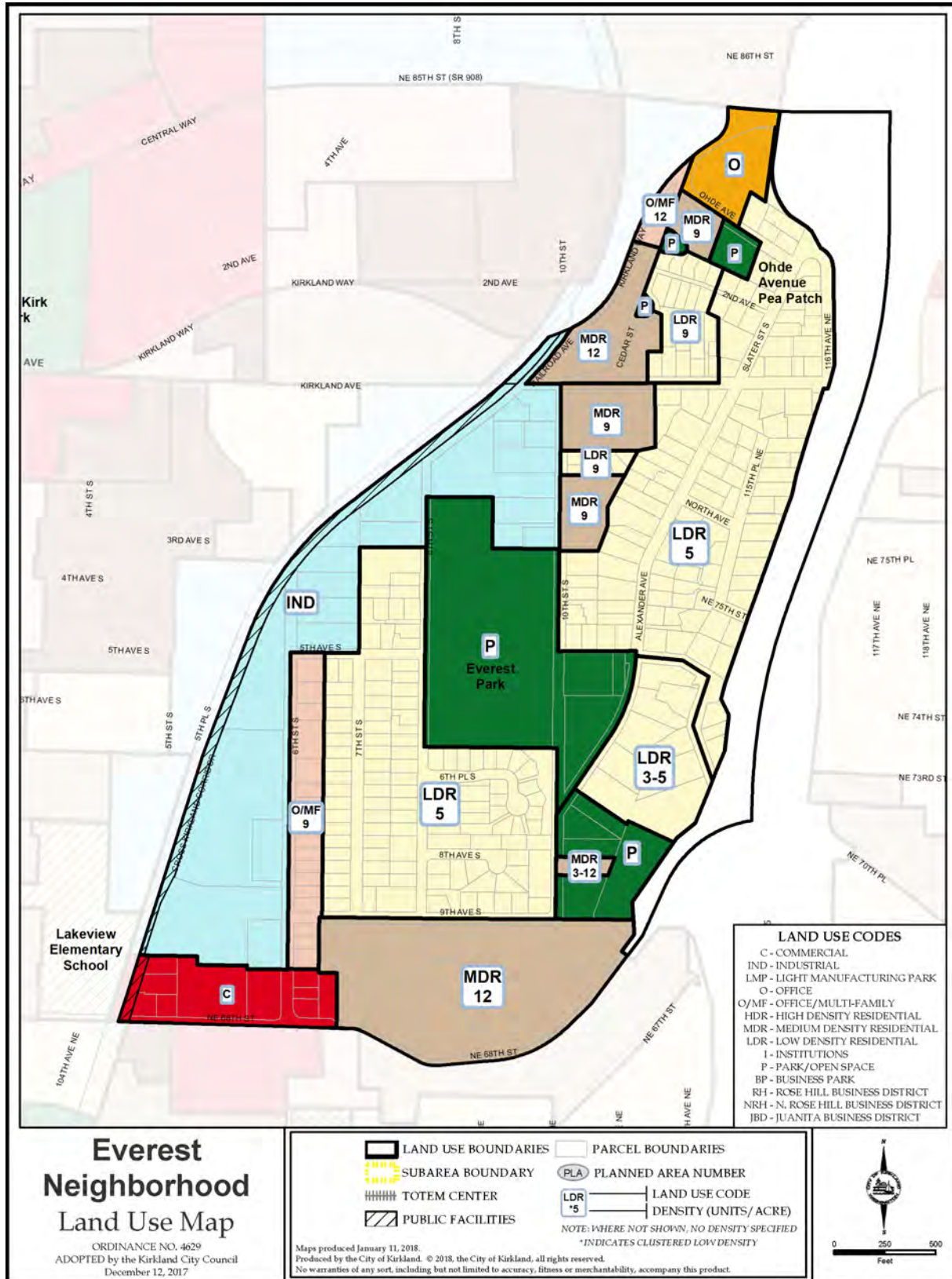


Figure EV-3: Everest Land Use

5. Land Use

~~The Everest Neighborhood contains a mix of low to medium density residential neighborhoods, light industrial technology, retail and office land uses. Portions of the Everest light industrial technology and office areas are located within the boundaries of the Greater Downtown Urban Center (see Land Use Element figure LU-2).~~

~~The emphasis is on encouraging a range of residential uses and permitting limited economic activities.~~

~~The policy emphasis for the Everest Neighborhood is to maintain the character of the existing single-family areas in the central and east portions of the neighborhood to minimize the disruption of regulated slopes, and to allow for the infilling of multifamily and industrial areas consistent with their existing character.~~

~~The Everest Neighborhood is generally situated between the Cross Kirkland Corridor and I-405, and between NE 68th Street and NE 85th Street. The neighborhood contains a wide variety of land uses. Lower-intensity residential Single-family development is located in the central and eastern portions of the Everest Neighborhood, whereas higher-intensity residential multifamily development is concentrated toward the south and northeast. Light industrial and office development is clustered in the western part of the neighborhood and extends northeast along the Cross Kirkland Corridor.~~

~~Two prominent visual-commercial landmarks are the Sierra Building at the north end of the neighborhood and the large high technology company Google Building located in the industrial/office area west of 6th Street South. The Houghton Everest Neighborhood Commercial area along NE 68th Street is a major gathering place for the neighborhood. The Everest Park near the center of the neighborhood is an important landmark which serves as a community open space and also provides a peaceful view for the uphill residential properties to the east.~~

Specific land use designations for the Everest Neighborhood are illustrated in Figure EV-3. These designations are based on several factors including the natural environment, existing land uses, proximity to shops and services, access to transit, proximity to the freeway, traffic patterns, land use inventories, and other relevant concerns. ~~For convenience, the following analysis of the Everest Neighborhood has been divided according to functional headings:~~

Residential

~~Policy EV-5: Lower-density residential Single-family areas densities west and south of Everest Park may integrate are to be maintained west and south of Everest Park. a variety of smaller compact housing options over time.~~

~~Most of the Everest Neighborhood is residential in character, including older single-family homes, which add variety to Kirkland's housing supply and provide alternatives to multifamily units and newer single-family homes (see Land Use Chapter). The residential land immediately west and south of Everest Park should be maintained at low residential densities (up to five dwelling units per acre). New single-family development could help stabilize and prolong single-family use in this area. Everest's lower-density areas contain many representatives of older housing stock from Kirkland's early years as a city. Increasingly these older, smaller homes are being replaced with~~

newer, larger housing styles. As infill development continues, incorporating smaller housing options for people at a more moderate cost is encouraged, such as accessory dwelling units, duplexes, triplexes, and cottages as allowed in all low-density areas by the Zoning Code.

Delete small vicinity maps; they are redundant with Land Use Map Figure EV-3



Policy EV-6: Lower-density residential Single-family designation on the hillside east of Everest Park ~~is should to be maintained at densities of three to five dwelling units per acre as shown on the Land Use and Zoning Maps.~~

The hillside in the eastern portion of the Everest Neighborhood contains low-density single-family residential homes and undeveloped land use designation. Vehicular access is limited, and perhaps for this reason, there is a quiet and secluded character to this residential area. Due to the constraints of limited access and critical areas of existing commitments to single-family use, and because of geologically hazardous slopes conditions and water drainage hazards courses, associated with intense development on these slopes, the eastern portion of the Everest Neighborhood should generally retain its low-density residential classification of three dwelling units per acre south of Alexander Avenue and five dwelling units per acre north of Alexander Avenue and south of Everest Park. Development should be subject to critical area and tree retention regulations contained in the Zoning Code. (up to five dwelling units per acre).

Residential development south of Alexander Avenue should have a base density of three dwelling units per acre, according to standards.

On the hillside south of Alexander Avenue, single-family residential densities should be limited due to geologically hazardous slope conditions. The base density for residential development on these slopes should be three dwelling units per acre, subject to the following standards:

- (1) Preparation of a slope stability analysis;
- (2) Maintenance of maximum vegetative cover;

- ~~(3) — Retention of watercourses and wetlands in a natural state;~~
- ~~(4) — Control of surface runoff at predevelopment levels;~~
- ~~(5) — Recording of a covenant which indemnifies and holds harmless the City for any damages resulting from slope instability.~~



~~—Up to five dwelling units per acre should be permitted according to additional standards.~~

~~North of Alexander Avenue, residential densities should be allowed at up to five dwelling units per acre depending on the degree to which the development proposal conforms to the following standards, in addition to the standards listed above:~~

- ~~(1) — Preparation of a slope stability analysis which addresses the site to be developed, as well as adjacent sites and the immediate drainage area;~~
- ~~(2) — Limitation of lot coverage;~~
- ~~(3) — Attaching or clustering of structures;~~
- ~~(4) — Ability of the City to provide necessary emergency services;~~
- ~~(5) — Aggregation of at least one acre of land.~~



Slightly higher residential densities to be permitted in certain lands in the east Everest area.

There are several places in the Everest area where a slightly higher residential density is appropriate as described below (see Figure EV-3). This is due to special conditions such as traffic circulation, natural features, preexisting development, and the shape and location of the land.

Higher density up to nine dwelling units per acre in southeast corner of Kirkland Avenue/10th Street South intersection.



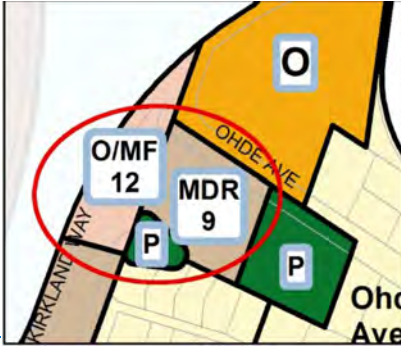
The land in the southeast corner of the Kirkland Avenue/10th Street South intersection may be developed at up to nine dwelling units per acre. Clustering and common-wall development, and retention of existing vegetation are encouraged as a way to lessen the visual impacts on the residential area to the east from the industrial area and Cross Kirkland Corridor to the west.

Policy EV-7: Future Medium density residential multifamily at nine to twelve dwelling units per acre is permitted where indicated and -is not to spread further east. Medium densities (9 and 12 dwelling units per acre) are permitted where indicated.

Conditions in the area north of Kirkland Avenue between Cedar Street and Kirkland Way are described.

Medium-density residential is appropriate as a transition and to lessen the visual impacts between lower-density residential to the east and industrial land use and CKC on the west.

Other considerations for this medium-density designation Several of the parcels east of Cedar Street and north of Kirkland Avenue have development constraints such as are topography, -and irregular shaped lots, -Internal access from Kirkland Avenue does not follow the dedicated Cedar Street right-of-way, and circulation is challenging awkward and limited. Also, single-family units are located to the east up the slope and along Kirkland Avenue.

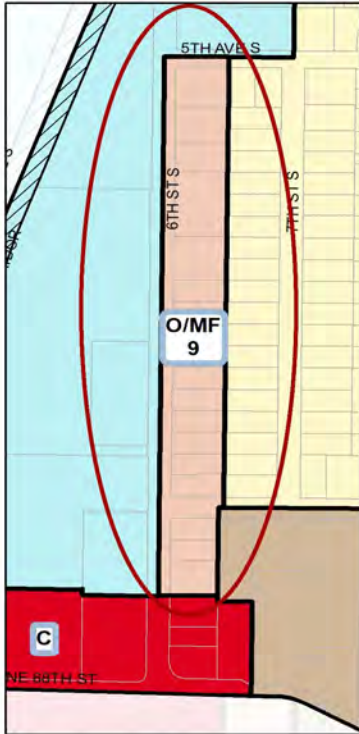


Future multifamily in this area ~~shall~~should not extend further to the east than existing multifamily development (see Figure EV-3). Medium density (nine dwelling units per acre) is appropriate for the majority of the land east of Cedar Street. The existing apartment site located at the northeast corner of the intersection of Cedar Street and Kirkland Avenue is appropriate for slightly higher residential density (up to 12 dwelling units per acre), due to lack of environmental constraints, direct access onto Kirkland Avenue, proximity to other lands of similar density (across Cedar Street), and the ability to physically accommodate additional development with a minimum of impacts to surrounding uses.

Policy EV-8: ~~The~~ land north of Kirkland Avenue and east of the multifamily development adjoining Cedar Street is appropriate for ~~can develop at~~ densities up to nine dwelling units per acre if designed to minimize impacts to slopes. if the following standards are met.

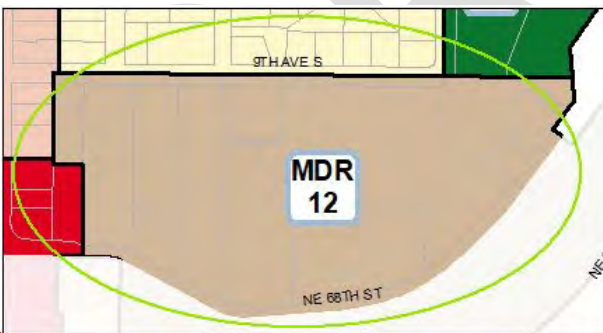
This area contains steep sloped ravine with surface water and soils susceptible to high landslides. Development should mitigate potential impacts to the ravine with geotechnical recommendations and design approaches such as coordinated layout of parcels, aggregating parcels, clustering of structures, reduced building footprints, maximizing tree and vegetation retention, and consolidation of shared vehicle and pedestrian access from Kirkland Avenue.

- ~~(1) — Detached units rather than attached or stacked units should be developed.~~*
- ~~(2) — If aggregation occurs, primary vehicular and pedestrian access should be taken from Kirkland Avenue.~~*
- ~~(3) — Development should prevent impacts to the ravine.~~*
- ~~(4) — Development should follow the recommendations of a geotechnical engineer approved by the City with regard to building setbacks from the ravine on the north side of these lots.~~*
- ~~(5) — Reduced building setbacks from access roads should be considered in order to keep building footprints away from the ravine.~~*
- ~~(6) — The ravine should be protected in perpetuity with greenbelt easements.~~*
- ~~(7) — As each existing parcel is further subdivided, the layout of lots should allow for an efficient and coordinated layout of lots on adjacent parcels. Access roads should be located to be shared by adjacent parcels, if it doesn't result in a reduction in the number of lots.~~*



~~Midblock split of professional office/multifamily uses between 6th Street South and 7th Street South is discussed.~~

~~The block fronting on 6th Street South (see Figure EV-3) may develop as either office or multifamily. Multifamily should be medium density (up to nine dwelling units per acre). The easterly extension of such future development should be strictly limited to the midblock line between 6th and 7th Streets South, and access should be restricted to 6th Street South only.~~



~~**Policy EV-9: Multifamily Medium -density development along NE 68th Street and east of 6th Street South (up to 12 dwelling units per acre) is to be continued.**~~

~~The southern portion of the Everest Neighborhood is impacted by the existence of a freeway interchange and by heavy traffic volumes along NE 68th Street and 6th Street South. South of 9th Avenue South most land is developed with condominiums or apartments. has been committed for multifamily use, although a few older single-family homes and some undeveloped land still exists. This area is close proximity to shops, services and transit. To encourage increasing affordable housing in this area, f-Future redevelopment of multifamily development-in this area~~

~~is encouraged to should~~ be ~~built to the limited to a~~ maximum density of 12 dwelling units per acre.

Commercial

Policy EV-10: The Houghton/Everest Neighborhood Center is to be contained within its present boundaries. A plan for future development of the commercial area should be coordinated with the Central Houghton Neighborhood.

The Land Use Element designates the Houghton/Everest Neighborhood Center as a commercial and mixed-use area. It spans the north and south side of NE 68th Street and includes property on the east side of 6th Street and 108th Avenue NE. The Houghton/Everest Neighborhood Center located on the north side of NE 68th Street is located within the Everest Neighborhood. The Neighborhood Center should serve the needs for goods and services of the local community. Uses within the Neighborhood Center may include retail, restaurants, office, service businesses and housing, with grocery and drug stores a high priority anchor to serve the everyday needs of the community. Housing provides the opportunity for people to live close to shops, services, employment, transit and the Cross Kirkland Corridor. Redevelopment plans for properties on the west side of 6th Street South/108th Avenue should promote a coordinated strategy for redevelopment of the Neighborhood Center on both sides of NE 68th Street.

The following principles should be incorporated into development plans and standards for the area:

- Preserve and enhance neighborhood-serving retail, especially grocery stores;
- Promote a mix of complementary uses;
- Promote high quality design by establishing building, site and pedestrian design standards and guidelines;
- Foster walkable neighborhoods and increased transit service;
- Integrate affordable housing where possible;
- Create gathering places and opportunities for social interaction.

Properties along 6th Street South, 108th Avenue NE and NE 68th Street are impacted by heavy traffic volumes. Future redevelopment and transportation improvements should incorporate the recommendations from the 6th Street Corridor Transportation Study. A new east/west connection from 106th Avenue NE through the Neighborhood Center should also be considered.

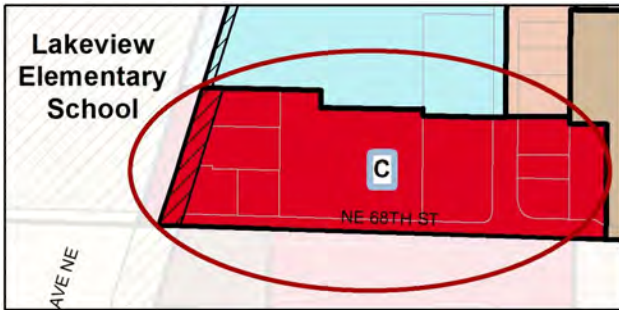
Properties to the east of 6th Street South should be encouraged to develop together with joint access off of 6th Street South.

Building heights should be allowed to step up to three stories if certain retail uses that primarily serve the neighborhood are provided. Careful attention should be given through the design review process to pedestrian orientation, building modulation, upper story setbacks, and use of materials to reduce the appearance of bulk and mass.

With regard to building height, an additional two stories (five stories maximum) may be authorized by a Master Plan, which is approved by the City Council after full legislative process with opportunities for public participation. The Master Plan ~~shall~~should include the following:

- Provision for ~~traffic mitigation a southbound right turn lane from 6th Street South to NE 68th Street,~~ as recommended in the 6th Street Corridor Transportation Study;

- Consolidation of the property on the northwest corner of NE 68th Street and 6th Street South and property or properties west of the corner property;
- Compliance with the principles outlined above for development in this commercial area; and
- A circulation plan and a driveway consolidation plan for the Everest portion of the Houghton/Everest Neighborhood Center north of NE 68th Street.

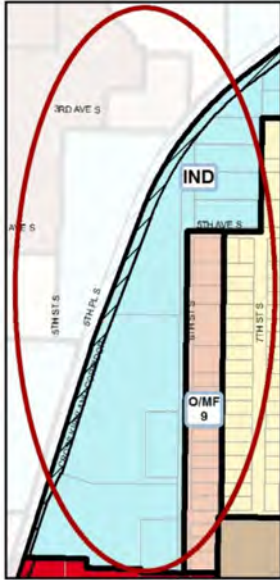


The Zoning Map designates this area on the north side of NE 68th Street as HENC 1 and HENC 3 zone. See the Zoning Code for allowed uses, development regulations and the Design Guidelines for Pedestrian Oriented Development provide the design guidelines for future redevelopment of the HENC zones.

Policy EV-11: Promote land uses ~~Light industrial and office uses are permitted west of 6th Street South and along the Cross Kirkland Corridor that minimize neighborhood impacts and enhance the multi-use corridor. subject to standards.~~

Light industrial and office uses exist and should continue to be permitted on the west side of 6th Street South and to the northeast along the Cross Kirkland Corridor (CKC) to Kirkland Avenue (see Figure EV-3). In this area there is a trend away from light industrial uses to office and other uses. As redevelopment opportunities adjoining the Corridor arise, connections to the trail and innovative uses that may benefit from pedestrian and bicycle trail users should be encouraged including small retail, eating, drinking establishments or recreational uses. See Land Use Element for Cross Kirkland Corridor Policies, and the CKC Master Plan and Zoning Code for development standards for uses adjoining the CKC. Further development in the industrial zones, however, should be subject to the following standards in order to minimize impacts on residential uses and the maintain a relatively small scale of development in keeping with the existing character of the area:

- (1) Industrial activities should not generate heavy volumes of truck traffic along residential streets. Truck frequency, noise, and hazard can constitute a serious nuisance for residential areas. Therefore, the expansion of existing industrial uses should be permitted only if traffic impacts on residential areas are mitigated.



- (2) The visibility of industrial operations (including manufacturing, processing, storage, and shipping/receiving) from nearby residential development should be limited. Such industrial operations ~~must~~ should be oriented away from residential uses and ~~must~~ should be visually screened or completely enclosed within structures.
- (3) The height of structures should not exceed 35 feet.
- (4) Hours of operation should be considered on a case-by-case basis depending on the potential impact on the neighborhood. Industrial activities during evening or weekend hours may be permitted if they are not disruptive to nearby residential areas.
- (5) Industrial uses should not create excessive noise, glare, light, dust, fumes, and other adverse conditions which disrupt the residential character of the surrounding area.
- (6) Adequate fencing, landscaping, and/or other visual screening should be provided between residential uses and adjacent industrial developments and their related parking.

Policy EV-12: Professional office uses permitted east of 6th Street South.

Land along the east side of 6th Street South is suitable for professional office use as a transition to the residential area to the east. Such development should be oriented toward and take access only from 6th Street South. The easterly extension of such development also should be strictly limited to the midblock line between 6th and 7th Streets South.

Policy EV-13: Provide ~~There should be an~~ effective transitions between lower-density single-family residential neighborhoods and higher-density residential and commercial uses to minimize impacts between uses.

Along transition areas between uses, higher density and commercial development should minimize impacts on adjacent lower-density residential single-family neighborhoods using means with techniques such as landscape buffers, tree retention, high-quality design elements, ~~the size, width and height of structures, compatible uses,~~ adequate parking ~~on-site~~, and low lighting and noise levels.

~~*Policy EV-14: Support transit-oriented development around the I-405/NE 85th Street Bus Rapid Transit (BRT/Stride) Station. Professional office and limited commercial activities are appropriate in the NE 85th Street freeway interchange. Expansion of these activities is to be limited.*~~

~~Conditions in the vicinity of the NE 85th Street freeway interchange are somewhat different. Although much of the surrounding land to the south is developed for single-family use, convenient access to NE 85th and Interstate 405 makes this area attractive for limited commercial activity. The existing office building north of Ohde Avenue takes advantage of this location while limiting impacts to the nearby single-family area.~~

~~Expansion of existing storage facilities along the Cross Kirkland Corridor is discouraged. As redevelopment occurs along the Corridor, uses should be encouraged that will complement the use of the CKC, and provide connections to the trail that will benefit the pedestrian and bicycle users of the trail. See Land Use Element policies from the Cross Kirkland Corridor Overlay.~~

~~Land use changes and supportive infrastructure improvements in the southwest quadrant of the interchange should be pursued to locate additional jobs near the BRT/Stride Station and achieve the transit-oriented development goals of the future Station Area Plan.~~

~~5. Urban Design~~

~~*Urban design features are identified.*~~

~~The Everest Neighborhood presents a diverse visual image. The southern border presents the image of a multifamily neighborhood, while the western boundary presents the image of commercial/industrial development. However, the one image that is not clearly visible from the major pathways in the neighborhood is that of the most prominent land use, the single-family residences in the central and eastern portions of the neighborhood (see Figure EV-7). Everest's urban design features are shown on Figure EV-7.~~

~~*"Edges" are discussed.*~~

~~The "edges" of the neighborhood are sharply defined by the Cross Kirkland Corridor on the west and I-405 to the east.~~

~~*"Pathways" are discussed and identified in Figure EV-5.*~~

~~The major pathways by which the majority of residents enter and traverse this neighborhood are Kirkland Way, 6th Street South, and the Cross Kirkland Corridor. It is along these routes that the majority of the neighborhood's commercial developments are located, and it is along these routes that impressions of the neighborhood character are formed. Therefore, development along these pathways should be of limited size and scale to reflect and emphasize the neighborhood's predominantly single-family character.~~

~~In addition to the primarily vehicular pathways which serve the Everest Neighborhood, the I-405 pedestrian overpass at the east end of Kirkland Avenue and connecting pathways through the north part of the neighborhood serve as important pedestrian links between the Moss Bay Neighborhood and South Rose Hill on the east side of I-405 (see Figure E-5). Connections to the~~

~~Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood with the north and south sections of the City.~~

~~"Gateways" are discussed.~~

~~Gateways to a neighborhood provide an important first impression of the area's character and quality. Clear and vivid gateways enhance identity by conveying a sense of entry into something unique. Gateways to the neighborhood are identified in Figure EV-7.~~

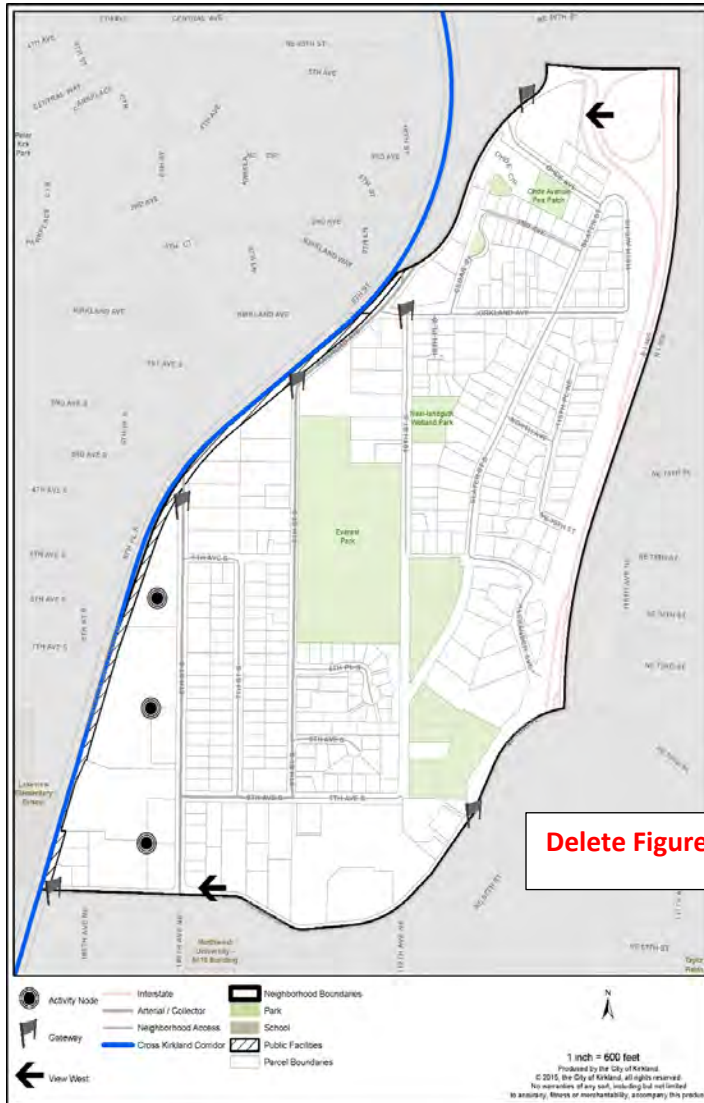


Figure EV-7: Everest Urban Design Features

6. Transportation

The circulation pattern in the Everest Neighborhood is fairly well established, ~~but new pedestrian and bike connections to the BRT/Stride station and CKC are needed to more sustainably connect the neighborhood to regional destinations and allows for convenient travel through the neighborhood with minimal impacts on the majority of residential uses~~ (see Figures EV-4, EV-5, and EV-6). Kirkland Way and NE 68th Street serve as major east/west corridors for through traffic. Sixth Street South is, and should remain, the major north/south corridor for through traffic. Interstate 405 is located along the eastern boundary of the Everest Neighborhood.

Streets

~~*Policy EV-15: Improve vehicular circulation patterns and improvements are recommended and proportionately distribute traffic on surrounding streets.*~~

~~Vehicle traffic from larger employers and pass through traffic during commute times can result in congested streets for residents wanting to travel within or to other parts of the city.~~ Future modifications to circulation patterns in the Everest Neighborhood should conform to the following provisions. See also Figure T-28, Citywide Connections in the Transportation Chapter for potential vehicle and pedestrian connections:

- (1) Industrial traffic in residential areas should be discouraged.

Industrial access should be directed towards the nearest arterial street capable of handling the traffic regardless of which neighborhood it is in. (see Figure EV-4).

- (2) Kirkland Way and Cross Kirkland Corridor ~~traverse~~ bridge.

Although Kirkland Way presently accommodates a significant amount of traffic, this route poses several problems. The street is too narrow for pedestrians and bicyclists to pass safely under the bridge due to the abutments. Signs and other safety measures continue to be installed to warn trucks of the low clearance. Numerous truck accidents have occurred in the vicinity of the Cross Kirkland Corridor bridge (old railroad ~~traverse~~ crossing) because of the low clearance height for trucks. The City should continue to find ways to solve these ~~traffic~~ mobility problems.

- (3) Portions of 10th Street South to remain unopened to vehicular traffic.

~~Wetlands-Critical areas~~ are present southeast of Everest Park and therefore 10th Street South south of Slater Avenue South should ~~not become a through traffic route~~ be maintained and improved as a route for nonmotorized use.

- (5) Methods to alleviate traffic and parking problems on 8th Street South should be studied.

The residential portion of 8th Street South between Railroad Avenue and 9th Avenue South has been impacted by traffic and parking associated with industrial uses to the north and users of Everest Park. Consequently, the City should undertake measures to reduce these impacts. Traffic control measures also should be required of future industrial and/or park development.

(6) Implement the recommendations of the 6th Street Corridor Study.

(7) Add an east/west through block vehicle and pedestrian connection in HENC 1 when redevelopment of parcels occurs (see Land Use section above and Zoning Code) to better distribute increased traffic.

(7) Support transportation measures that will reduce vehicle commuter or pass-through traffic through the neighborhood.

Pedestrian and Bicycle Circulation

"Pathways" are discussed and identified in Figure EV-5.

~~The~~ In addition to the primarily vehicular pathways which serve the Everest Neighborhood, the I-405 pedestrian overpass at the east end of Kirkland Avenue, and connecting pathways through the north part of the neighborhood, serve as important pedestrian links between the Moss Bay Neighborhood and South Rose Hill Neighborhoods on the east side of I-405 (see Figure E-5). Connections to the Cross Kirkland Corridor provide a major pedestrian and bicycle route connecting the neighborhood with the north and south sections of to other the City and regional destinations.

The major pedestrian routes pathways by which the majority of residents enter and traverse this neighborhood are Kirkland Avenue, Kirkland Way, 6th Street South, and the Cross Kirkland Corridor. ~~It is along these routes that~~ the majority of the neighborhood's commercial developments are located along these routes, and it is along these routes that impressions of ~~the~~ neighborhood character are formed. ~~Therefore, development along these pathways should be of limited size and scale to reflect and emphasize the neighborhood's predominantly single-family character.~~

Policy EV-16: (4) Maintain and enhance ~~improve~~ the pedestrian/bicycle circulation system in the neighborhood by providing improvements for pedestrians and bicycles according to Figure EV-5, the Transportation Element, and consistent with the Transportation Master Plan and future NE 85th Street/I-405 Station Area Plan.

Major pedestrian and bicycle pathways should be built through the area according to the designations shown in Figures EV-5, ~~and EV-6,~~ T-28 Citywide Connections Map, T-19 Bicycle Network, and T.2.3 Greenways Map in the Transportation Element. Priority pedestrian and bicycle connections include:

- From the north end of Slater Street to the BRT/Stride Station.
- Unopened segments of 10th Street South, Alexander Avenue, and Slater Avenue South contain unimproved pathways ~~which~~ that provide important a pedestrian connections through the neighborhood, link to Everest Park for the areas to the east. ~~Because of presence of wetlands vehicular and pedestrian access may be limited; however, t~~ these pathways should be improved in a manner sensitive to the surrounding critical areas while promoting access for additional users remain. ~~If the rights-of-way are developed, the improvements should be designed to accommodate pedestrian and bicycle traffic in order to maintain the existing access to Everest Park.~~

~~An additional east/west pedestrian corridor is needed between 10th Street South and 8th Street South.~~

- ~~• Portions of Kirkland Way between Kirkland Avenue and NE 85th Street lacks sidewalks and bicycle lanes. The City should pursue funding ~~for~~ to make sidewalk and bicycle improvements connections along the street to improve non-motorized access to Downtown, the BRT/Stride Station, and Rose Hill.~~
- ~~• Portions of Kirkland Avenue have missing sections of sidewalks that impairs access to the CKC, to Downtown, and Lake Washington. Kirkland Avenue is designated as a Greenway the Transportation Element Figure T.2.3. The City should pursue funding sections of missing sidewalks and bicycle infrastructure along the street to complete the pedestrian and bicycle network to these key activity areas of the city.~~
- ~~• Furthermore, public pedestrian and bicycle access should be developed from the east end of 9th Avenue South to NE 70th Street to provide convenient access to public transit facilities near Interstate 405.~~

~~***Policy EV-17:(6)** Support development of the Cross Kirkland Corridor as a multi-purpose use corridor-trail for pedestrians and bicycles and increase with access points along the corridor.*~~

The Cross Kirkland Corridor provides an opportunity for a bicycle, pedestrian and high-capacity transit corridor. With development, ~~redevelopment or platting~~, public ~~pedestrian and bicycle~~ access easements should be provided for properties adjacent to the Cross Kirkland Corridor consistent with City regulations, the CKC Master Plan ~~and the PROS Plan~~.

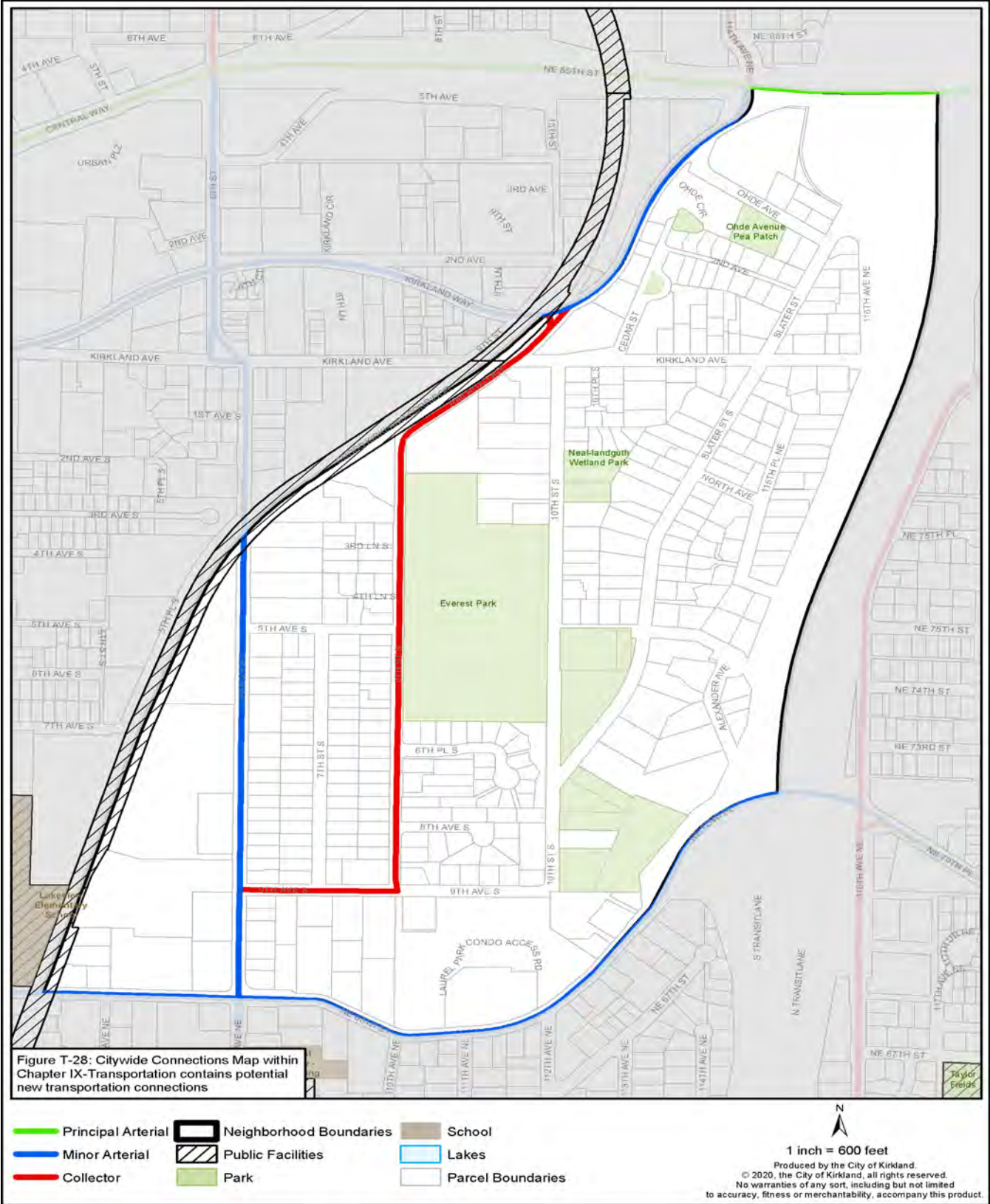


Figure EV-4: Everest Street Classifications

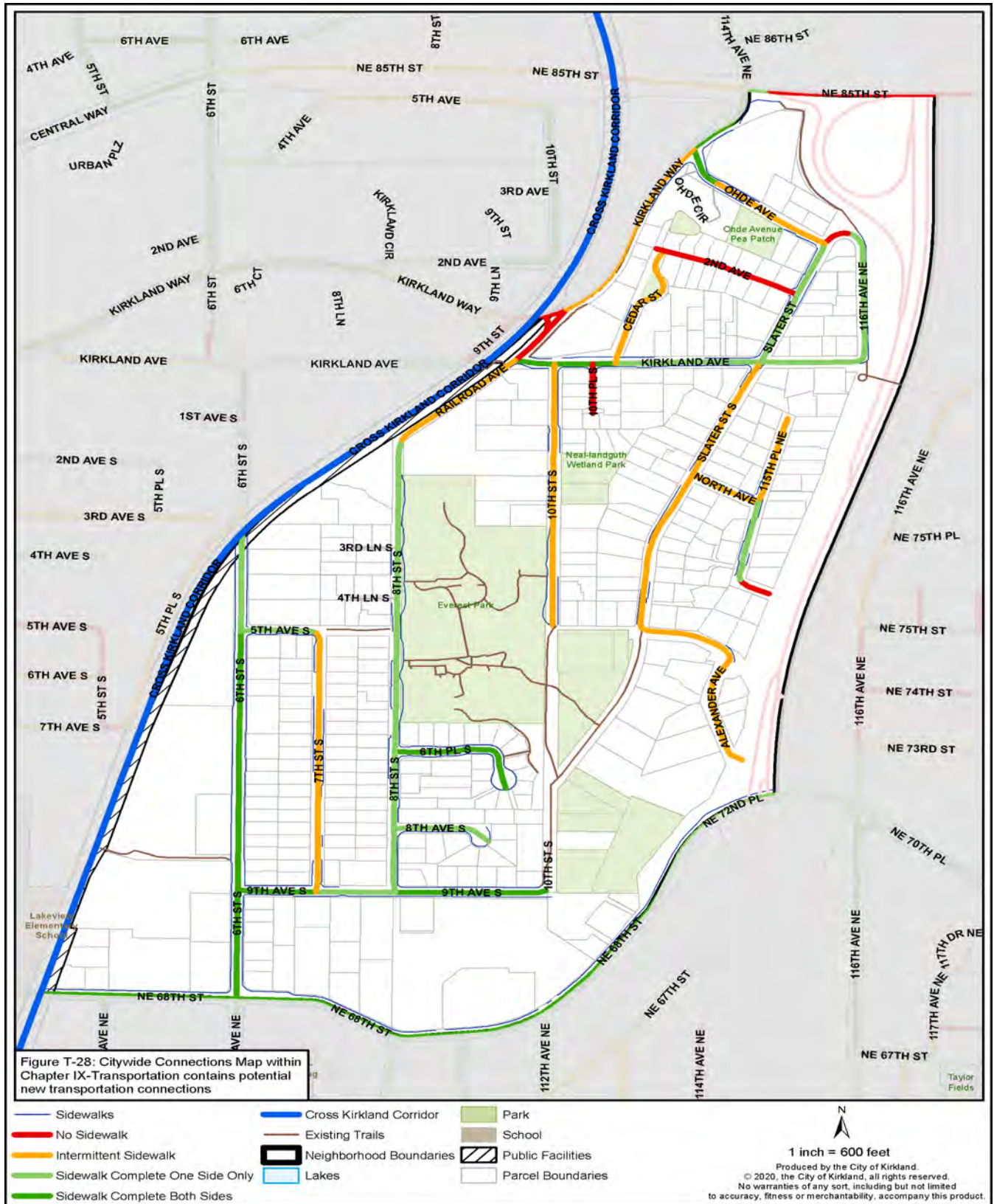


Figure EV-5: Everest Street Pedestrian System

Inserted revised draft map Figure EV-6 showing greenway. Revise maps 5 and 6 to show future pedestrian connection to BRT/Stride Station shown in T-28:

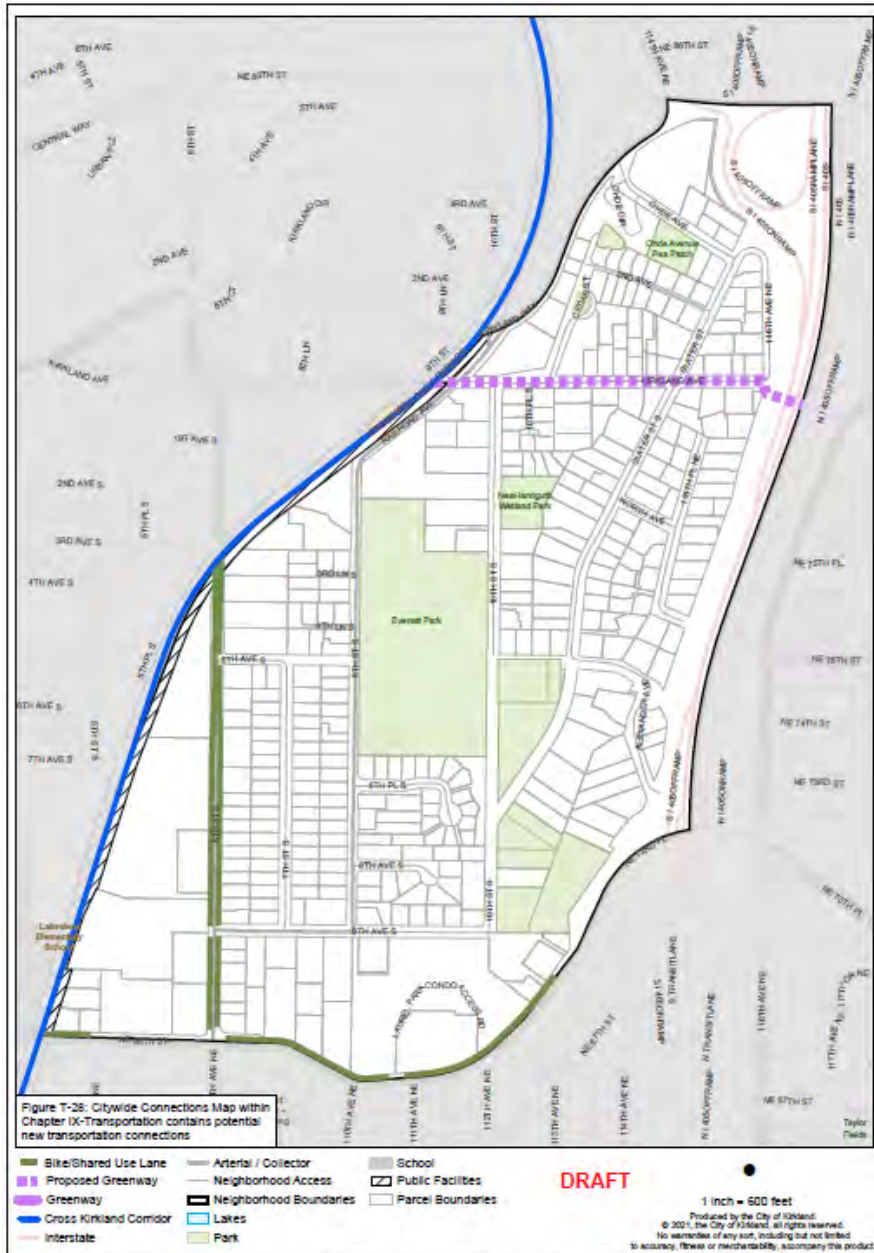


Figure E-6: Everest Bicycle System



Figure EV-6: Everest Bicycle System

7. Open Space/Parks

The Everest neighborhood contains several parks and open space offering opportunities for recreation, places to gather, and natural areas including Everest Park and its natural areas, Ohde Avenue Pea Patch Garden, the Rotary Central Station Pavilion and Feriton Spur Park located along the CKC. Planned enhancements and recreational activities within the parks are contained in the citywide Parks, Recreation and Open Space (PROS) Element and (PROS) Plan.

Policy EV-18: Enhance Sensitive areas and forested areas of Everest Park facilities and open space should be preserved, protected and enhanced.

Everest Park is a 23-acre community park featuring community youth playfields, playground, picnicking areas, natural areas and trails. The playfields are used predominately by Kirkland American Little League. Special emphasis should be placed on preserving, protecting, and enhancing the park's extensive forested areas and accompanying pocket wetlands. The natural area in Everest Park is over 13 acres and includes wetland, forest and stream habitat. Kirkland's Green Partnership program continues should be expanded to the park to provide upland and riparian plant restoration activities as part of the ongoing stewardship program under the City of Kirkland 20 year Forest and Natural Area Restoration Plan. The park features a section of Everest Creek. Stream restoration activities should continue in the park, and opportunities to provide storm water educational/interpretive information signage should be pursued. See PROS Plan for further details. Access to Everest Park could be enhanced further by providing pedestrian/bicycle pathways as illustrated in Figures EV-5 and EV-6.

Policy EV-19: Open space value of streets is to be recognized Foster the public open space view corridors to Lake Washington, Seattle, and the Olympic Mountains from public rights of way and parks.

One important open space of great community value is often overlooked. The street system provides Kirkland's neighborhoods with a number of excellent local and territorial views. Such "view corridors" lie within the public domain and are valuable for the beauty, sense of orientation, and identity they impart (see Community Character and Open Space/Parks Chapter). Such view corridors are to be identified, preserved, and enhanced. One means to this end may be the undergrounding of utilities (see Public Services/Facilities Chapter).

Examples of where these visual amenities are located are described below:

- A major view of the Olympics and Lake Washington is at NE 68th Street at the intersection of 6th Street South (see photo below). The NE 68th Street/6th Street view can be significantly improved by removing pole signs, lowering signs, or placing signs on the face of buildings in the area, and either undergrounding or relocating overhead utility lines.
- The other major view in the Everest Neighborhood is located at the intersection of NE 85th Street and Kirkland Way. This location presents a sweeping territorial view of Lake Washington, Seattle, the Olympic Mountains, and Downtown Kirkland (see Figure EV-5).
- The NE 70th Street overpass of I-405 serves as ~~is~~ a pedestrian pathway connecting the Everest and Bridle Trails Neighborhoods. It constitutes a gateway to these neighborhoods

from the Interstate. ~~In addition to the pedestrian connection it provides to the eastside of I-405, the overpass. Its provides most significant urban design asset is the a territorial view it affords~~ of Evergreen Point, the floating bridge, Madison Park, the Seattle Central Business District, and even the Space Needle. ~~This view is priceless in conveying a "sense of place" and should be protected by limiting or prohibiting obstructions.~~

~~-Note: photo taken looking west over NE 70th Street over freeway deleted to reduce document size. Add new photo?~~

Policy EV-20: Access to Everest Park should be provided, particularly from the east and southeast.

Residents in the eastern portion of the Everest area rely on Everest Park for a variety of recreational needs. Therefore, it is essential to ensure that pedestrian access to the park will be available, particularly from the east and southeast. New developments in these areas should incorporate such access into their design.

~~***Public land along Ohde Avenue should be preserved as open space.***~~

~~The publicly owned property along Ohde Avenue serves as a small community garden or pea patch for residents in the northern portion of the Everest Neighborhood.~~

~~8. Public Services/Facilities~~

~~Deleted these policies because they are citywide utility and surface water requirements with development and concurrency.~~

~~***Utilities***~~

~~***Water, sewer, and drainage facility deficiencies should be corrected or upgraded prior to occupancy of new development. Runoff is to be controlled.***~~

~~In parts of the Everest Neighborhood, water and sewer service is not adequate to support full development according to the land use designations in Figure EV-3. Isolated problems may also arise with regard to storm drainage as natural areas become developed. Deficiencies in water, sewer, or drainage facilities should not necessarily prohibit development; however, prior to occupancy of new development, the water, sewer, or drainage facilities should be extended and/or upgraded to meet the requirements of designated land use for the area (see Public Services/Facilities Chapter). Furthermore, methods must should be implemented to maintain surface runoff at predevelopment levels.~~

~~*Undergrounding of utilities is to be encouraged.*~~

~~In order to contribute to a more amenable living environment as well as to enhance views and a sense of community identity, the undergrounding of utilities is to be encouraged (see Public Services/Facilities Chapter, Community Character Chapter and Open Space/Parks Chapter).~~

XV.D Moss Bay Neighborhood Plan Draft #1 – 08.17.2021

Note: Previously, the Moss Bay Neighborhood Plan contained the downtown as a subarea of the overall neighborhood. A key goal of the current plan update is to integrate the downtown plan information into the overall plan by retaining and enhancing still-relevant policy provisions. As part of this update, there is one unifying vision statement, and the Land Use section is organized into two subsections: Downtown and Perimeter areas. The Urban Design section was part of the old Downtown Plan and has been eliminated, but some of the language has been repurposed where needed to support policies (and where not redundant with existing Design Guidelines).

Please note that, to ease readability, the text shown in this document is not shown in track changes due to the substantial modifications made to the existing Moss Bay Plan.

A [link](#) to the existing Plan is included as for reference.

1. Overview

From a land use perspective, the Moss Bay Neighborhood is one of Kirkland's most diverse areas. Situated on the shores of Lake Washington, the area contains a wide variety of land uses, including Downtown retail businesses, industrial activities, offices, well established lower-density residential areas, large-scale high-density residential development, a large commercial mixed-use project (Kirkland Urban), a marina, a baseball field, a transit center, a library, a post office, and the Cross Kirkland Corridor. Moss Bay Neighborhood boundaries are illustrated in Figure MB-1.

While the neighborhood is largely defined by the commercial activities associated with Kirkland's downtown, there are considerable opportunities for residential development. A major policy emphasis for the Moss Bay Neighborhood is to encourage commercial activities in the Downtown, and to expand "close-in" housing opportunities and choices by encouraging greater housing production for all income levels in downtown and the perimeter areas (Figure MB-1). A mix of residential densities exists in the remainder of the Moss Bay Neighborhood, generally stepping down with increased distance from commercial activities.

The Moss Bay Neighborhood is within the Greater Downtown Urban Center as designated in the King County Countywide Planning Policies (See Figure MB-X). The City also submitted an application to designate the Moss Bay Neighborhood and the NE 85th Station Area as the City's second Regional Growth Center within the Puget Sound Regional Council policy framework. Both the King County Countywide Planning Policies and the PSRC's VISION 2050 envision cities with designated regional centers as playing an important role in shaping future growth patterns through accommodating a significant portion of the region's housing and employment growth.

Throughout the region, Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles travelled and greenhouse gas emissions by expanding transportation options.

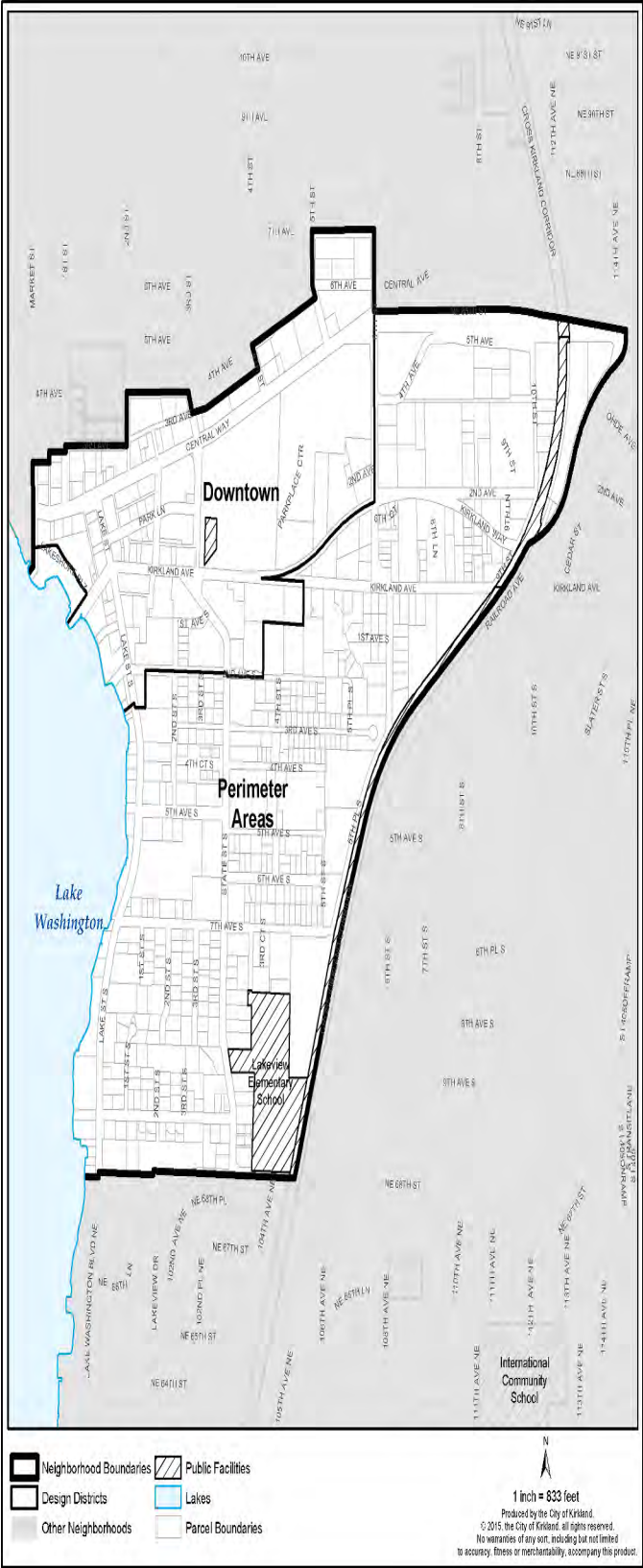


Figure MB-1: Moss Bay Area Boundaries

Also note that properties within the shoreline jurisdiction, are subject to the policies in the Shoreline Area chapter and the shoreline management regulations in the Kirkland Zoning Code.

2. Vision Statement

The Moss Bay neighborhood contains a diverse mixture of jobs, housing, and parks, and is the cultural heart of Kirkland. Downtown Kirkland provides a strong sense of community identity for all of Kirkland. This identity comes from Downtown's physical setting along the lakefront, its distinctive topography, the human scale of existing development, and, most importantly, the community that lives and works in Moss Bay. This identity is reinforced in the minds of Kirkland residents by Downtown's historic role as the cultural and civic center of the community. The Moss Bay neighborhood is a key part of the Greater Downtown urban center and is a vibrant, walkable community where many choose to live, work, play, learn and worship.

Environmental protection and equity are fundamental characteristics of neighborhood life. Amenities such as parks, green space, community gardens, and shorelines have been preserved and refreshed, with new public access points. Additional recreational facilities have been created to serve community members of all ages and abilities, including a new major regional recreation center in Peter Kirk Park. This has increased awareness of equity and inclusion so that parks, trails and other amenities serve the entire community, including people who have not been able to enjoy them historically. The community has embraced sustainability and more energy-efficient buildings and clean renewable energy infrastructure such as solar arrays, geothermal systems, and wind turbines. In addition, the prevalence of rain gardens and green roofs keep stormwater quality and quantity manageable and enhances the ecological integrity of streams and wetlands, Lake Washington, and aquatic life. These inclusive priorities have led to a healthier natural environment and overall community.

The community has made it a priority to ensure that people who wish to live in this desirable neighborhood, including people of all incomes who work in or near Downtown, can afford to do so. Creating new housing options in Moss Bay resulted from an imaginative look at new ways of housing people, and housing choices in Downtown now include co-housing, residential suites, and family-sized apartments and condominiums. Success was achieved and embraced by residents as this welcome change to the area's housing stock still allowed for views to be enjoyed, did not add to congestion or parking issues, made more effective use of existing parking, and located new homes near multi-modal transportation corridors and hubs, such as the NE 85th Street Bus Rapid Transit station and the Cross Kirkland Corridor. The community's design and its dedication to equity and inclusion has transformed the Moss Bay neighborhood into a national model for sustainable urban living.

At the same time, small businesses in Downtown are thriving. Ground-floor spaces are occupied by a mix of businesses that generate pedestrian activity and benefit from a compact, walkable street network. The small scale of commercial spaces in much of Downtown ensures that bricks-and-mortar locations are unique and accessible to new business owners. New shops and restaurants serve the burgeoning residential and employment population of Moss Bay, and neighborhood-serving home-based businesses help support the local economy outside.

Moss Bay is a safe, clean and diverse neighborhood where you don't need a car to get around quickly and efficiently. If you do drive, there is enough parking to meet demand for businesses,

residents and visitors alike. It is the most walkable neighborhood in Kirkland. The pedestrian connections and protected bike lanes link seamlessly to a transit network that is aligned in moving many people and has worked as planned. The Cross Kirkland Corridor and numerous connections to NE 85th Street (Central Way) support multi-modal travel to destinations throughout the Greater Downtown urban center and the region. In addition, the first ever urban gondola system in the Puget Sound Region shuttles passengers from the downtown Transit Center to the Bus Rapid Transit station, which connects to the regional light rail network. Investments in regional facilities and transportation and mobility infrastructure for the neighborhood has ensured that Moss Bay feels like a small-town while growing gracefully to welcome more people to enjoy this place that community members love.

3. New Historical Context

The original inhabitants of the eastern shore of Lake Washington were the Duwamish Indians. Native Americans, called Tahb-tah-byook, lived in as many as seven permanent longhouses between Yarrow Bay and Juanita Bay and at a village near Juanita Creek. Lake Washington and its environment provided a bounty of fish, mammals, waterfowl and plants. Smallpox, brought by fur traders in the 1830s, eliminated much of the Native American population. However, survivors and their descendants continued to return to Lake Washington until 1916 when the lake was lowered for building the Ship Canal which destroyed many of their food sources. The salmon spawning beds in the marshes dried out and the mammal population, dependent on salmon for food, also diminished. With most of their food sources gone, the Native American population in Kirkland declined dramatically.

Note: More post-settlement text is being compiled about the history of the Moss Bay Neighborhood and will be inserted here.

Policy MB-1: Provide markers and interpretive information at historic sites/places that are inclusive of all previous inhabitants of the Moss Bay Neighborhood (pre- and post-white/European settlement) and especially along the culturally-rich Lake Washington shoreline.

Note: Contextual language to be inserted here for all policies.

Policy MB-2: Incentivize retention of structures of historical significance and ensure educational opportunities are provided to increase awareness of historical preservation opportunities.

4. Natural Environment

Environmental policies for the Moss Bay Neighborhood Plan strive to protect and enhance the quality and function of the natural environment and protect life and property from environmental hazards. The Moss Bay neighborhood is located within the Moss Bay drainage basin and contains a few streams and a shoreline of Statewide significance (see Figure MB-3). Natural features help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment. Figures MB-4a and MB-4b identify geologically hazardous areas within the neighborhood, including slopes with moderate to high landslide susceptibility and land with potential for medium to high liquefaction during a seismic event. City regulations ensure that activity in these areas addresses risks and impacts associated with development.

Note: Contextual language to be inserted here for all policies.

Policy MB-3: Protect and enhance the natural environment in the Moss Bay Neighborhood.

Policy MB-4: Maintain and restore the functional integrity of streams and wetlands. Improve segments adjacent to the Cross Kirkland Corridor with native vegetation during implementation of the CKC Master Plan.

Policy MB-5: Promote and incentivize green infrastructure such as green roofs, raingardens, trees and landscaping that cleans the water that enters Lake Washington.

Policy MB-6: Open streams within the eastern portion of the Moss Bay neighborhood (Figure MB-3) should be maintained or restored, when feasible, in a natural condition and should allow for natural drainage.

Policy MB-7: Ensure that vegetation along streams on public property are maintained and enhanced to increase ecological values and enhance related ecosystems.



Figure MB-3: Moss Bay Wetlands, Streams, and Lakes

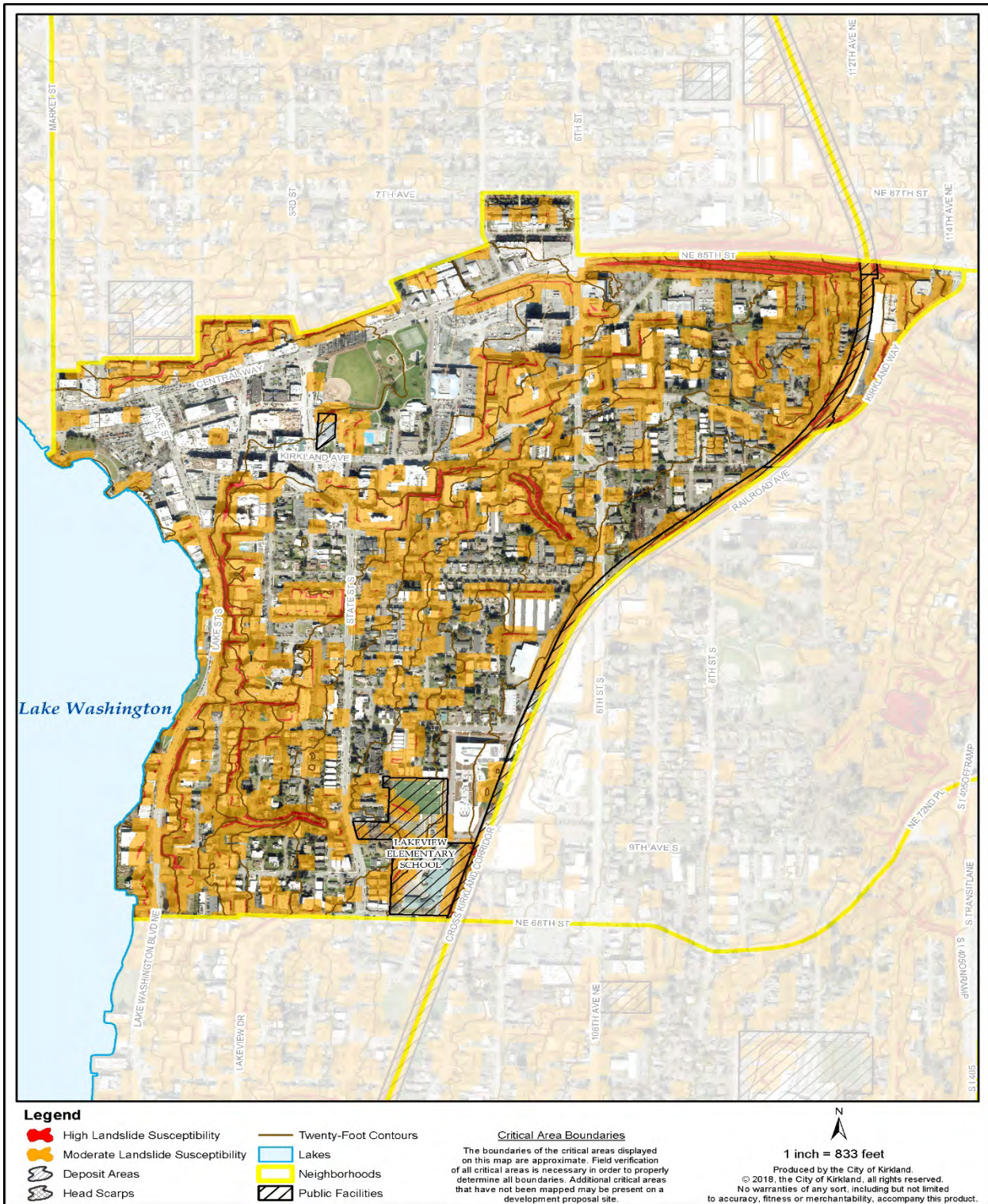


Figure MB-4a: Moss Bay Landslide Susceptibility

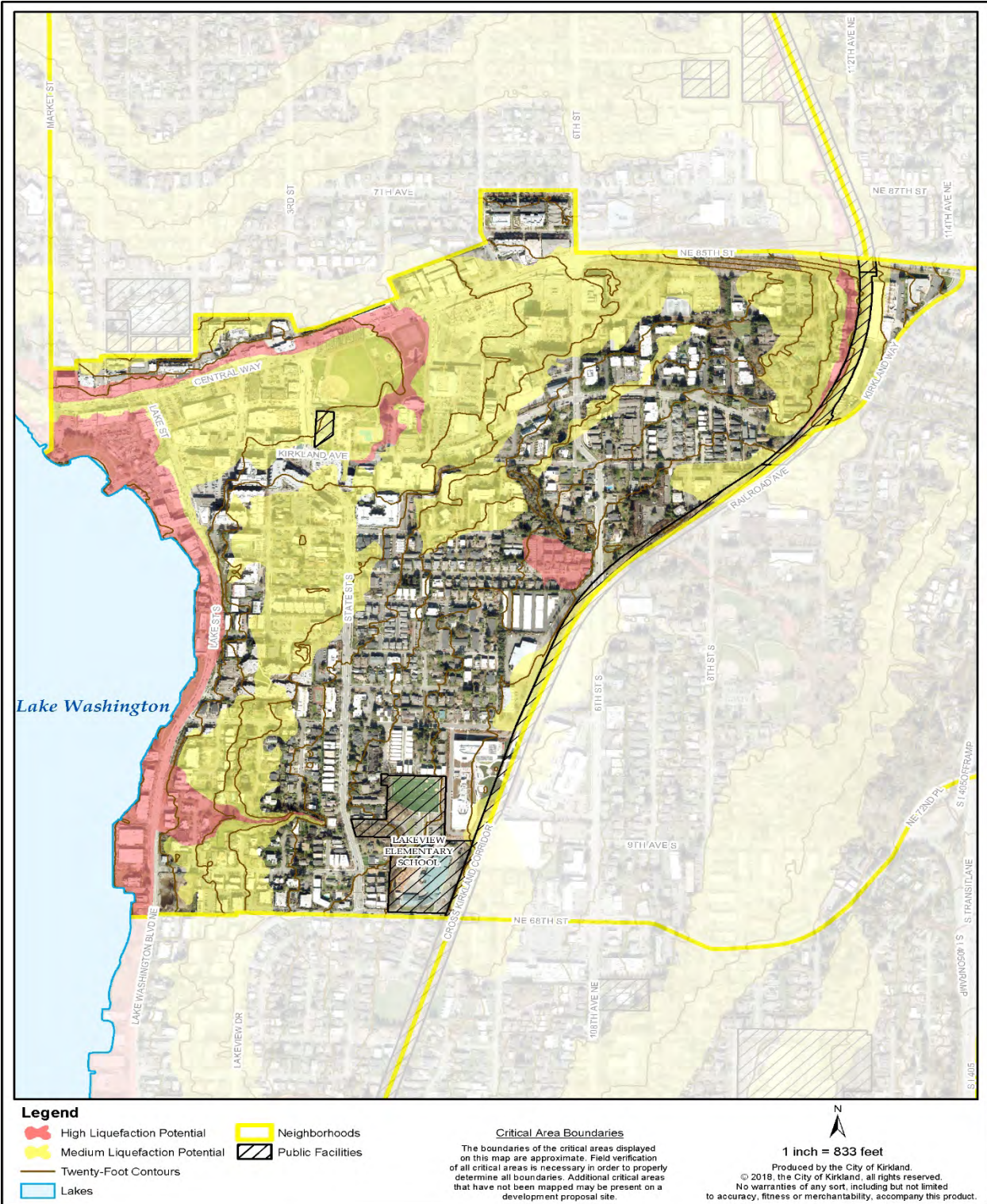


Figure MB-4b: Moss Bay Liquefaction Potential

5. Land Use

Note: Introductory language to be inserted here that describes the land use concept and the differences between the Downtown land use and the perimeter land use.

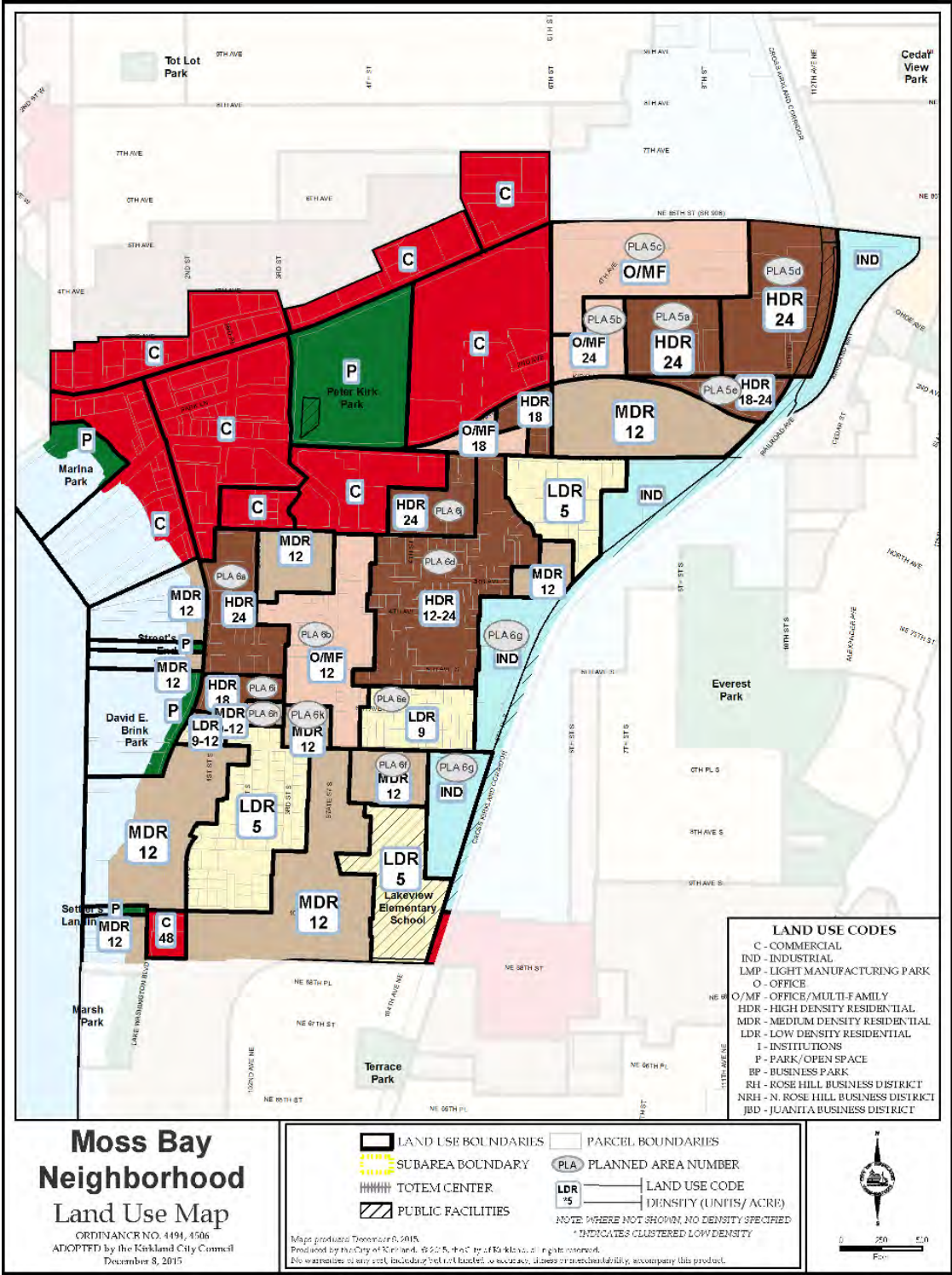


Figure MB-2: Moss Bay Area Land Use

A. Downtown

Note: Misc. new policies for Downtown (establish subsections for policies):

Policy MB-8: Implement inclusionary zoning and other affordable housing requirements in Downtown to promote inclusion and equity.

Policy MB-9: Expand green building incentives and requirements to ensure that new and major redevelopment projects are high performance buildings

Policy MB-10: Explore the creation of an energy district that might include concepts like capture and use water and effluent to produce renewable energy and/or the use of geothermal methods to provide heating/cooling of local buildings.

Policy MB-11: Ensure that Downtown has a critical mass of retail uses and services and regularly review and recruit businesses that enhance the vibrancy of the business district.

Policy MB-12: Promote partnerships and increase two-way communication efforts between the business community and City government.

Policy MB-13: Encourage ground-floor office uses that promote an active pedestrian environment.

Policy MB-14: Explore redevelopment of the Lake/Central surface parking lot with public and private amenities that enhance the 10-minute neighborhood concept. The exploration should include inclusive community engagement and participation from businesses, property owners, residents and the broader community.

Note: Contextual language to be inserted here for all policies.

Parking

MB -15: Encourage efficient utilization of existing parking to its full potential and development of new shared parking around the perimeter of downtown to increase parking supply while preserving and enhancing the walkable nature of Downtown.

Policy MB-16: Increase the prevalence of electric vehicle (EV) charging stations and bicycle facilities by partnering with owners of new and existing parking facilities to promote clean transportation options.

Note: Contextual language to be inserted here for all policies.

B. Perimeter Areas

Note: Describe the perimeter land uses and the concept of land use subareas (A-I)

Policy MB-17: Establish density minimums in low-density residential neighborhoods within Moss Bay to promote more affordable and compact housing options.

Policy MB-18: Explore expanding allowances for home-based businesses in residential districts.

Note: Contextual language to be inserted here for all policies.

6. Transportation

Note: Introductory language to be inserted here.

A. Public Transit

Policy MB-19: Ensure that transit service and all modes of transportation are aligned and efficient through the Greater Downtown Urban Center, including the NE 85th Street Station Area.

Policy MB-20: Utilize the most innovative and effective methods to move people , through the neighborhood and connect to the surrounding community and region.

Policy MB-21: Partner with transit agencies and larger employers to foster enhanced and frequent transit service to and from Downtown and other regional connections.

Policy MB-22: Explore new and innovative means of micro-mobility to allow people to easily make last-mile connections from transit.

Policy MB-23: Explore establishing ferry service to and from downtown Kirkland as part of the Transportation Master Plan update process, and plan for supporting land uses.

Note: Contextual language to be inserted here for all policies.

B. Pedestrian and Bicycle Circulation

Policy MB-24: Complete and enhance the existing sidewalk network.

Policy MB-25: Explore the construction of systems of overhead coverings to improve the quality of major pedestrian walkways year-round.

Policy MB-26: Ensure that existing sidewalks are maintained for public safety and continue to promote a pedestrian-oriented neighborhood.

Policy MB-27: Implement ongoing pilot projects to improve pedestrian and bicycle conditions along Lake Washington Boulevard, including conversion and reallocation of vehicle lanes and parking areas.

Policy MB-28: Create new and enhance existing pedestrian, bicycle, and transit connections between the lake-front commercial district, Kirkland Urban, the NE 85th Street Station Area Plan, and the Cross Kirkland Corridor.

Policy MB-29: Provide and/or improve non-motorized mobility connections to the Cross Kirkland Corridor.

Policy MB-30: Ensure seamless bike and pedestrian connectivity with the goal of providing options for people of all ages and abilities.

Policy MB-31: Explore the possibility of an innovative off-surface transportation system to connect the Station Area Plan, Kirkland Urban, and potentially other nearby employment centers.

Policy MB-32: Expand and iterate pilot programs to enhance pedestrian-only access along Park Lane.

Note: Contextual language to be inserted here for all policies.



Figure MB-9: Moss Bay Street Classifications

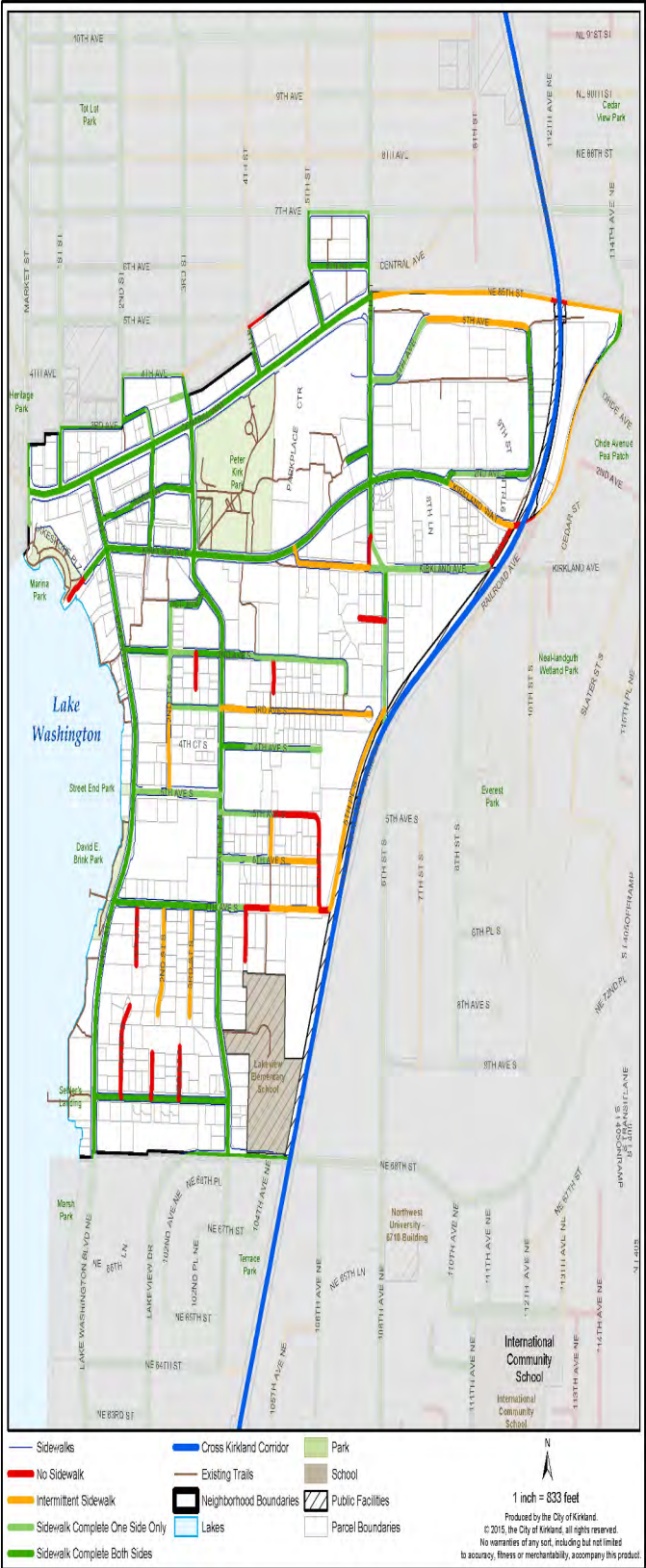


Figure MB-10: Moss Bay Pedestrian System



Figure MB-11: Moss Bay Bicycle System

7. Open Space/Parks

Note: An introduction to open space and parks to be provided here.

Open Space

Policy MB-33: Explore the construction of a large public plaza west of buildings on Lake Street to enhance the Downtown's lakefront setting and provide much needed open space while not reducing existing parking supply and increasing usable green space.

Note: Add text here that describes the importance of a pedestrian route from Kirkland Urban, Peter Kirk Park, to Lakeshore Plaza and Lake as described in the Downtown Plan.

Policy MB-34: Physical improvements in and near ~~these~~ parks should strengthen their visual prominence and prevent view obstruction.

Note: Contextual language to be inserted here for all policies.

Parks

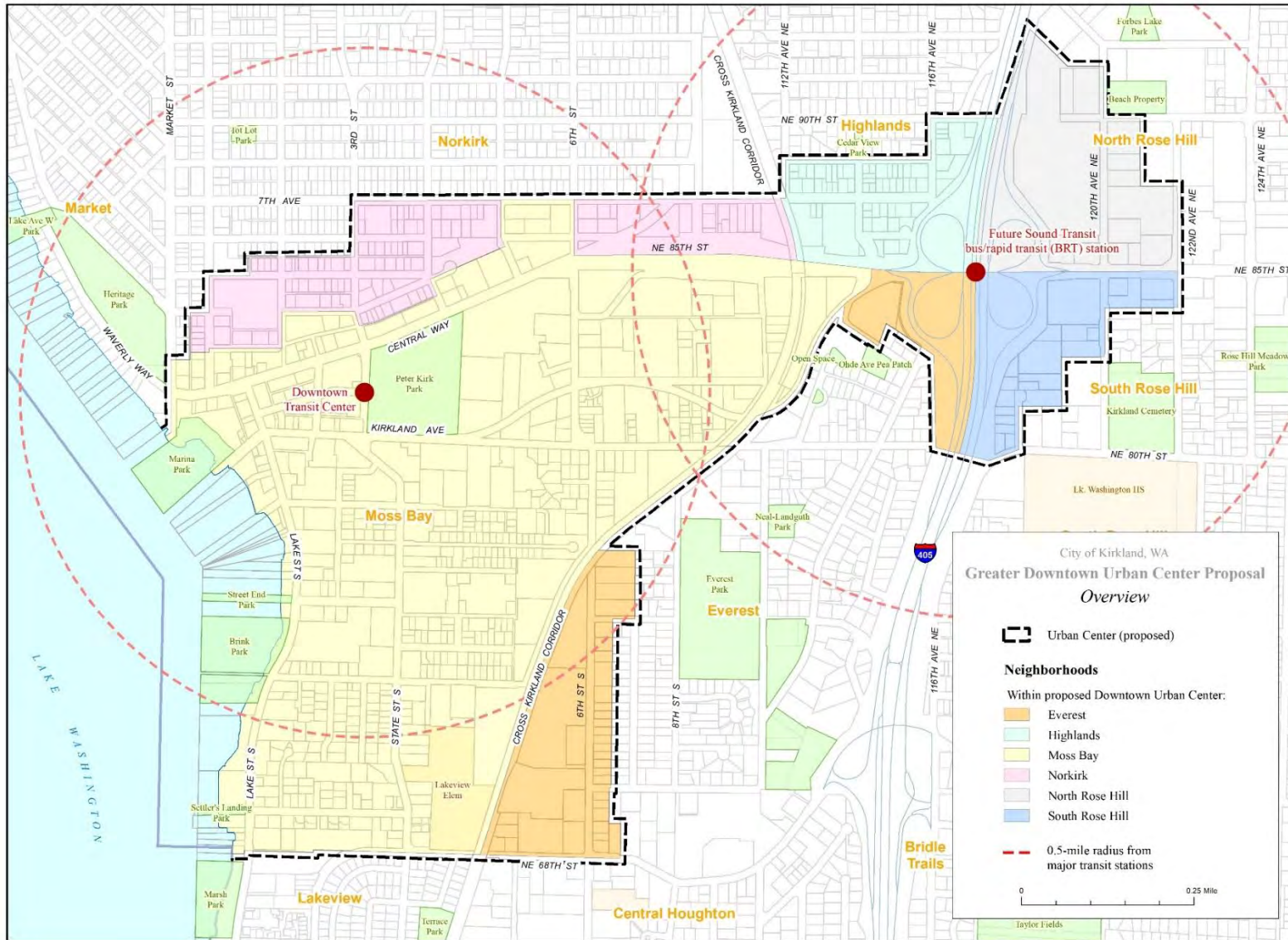
Policy MB-35: Enhance parks in the Moss bay neighborhood consistent with the provisions in the City's PROS plan.

Policy MB-36: Public facilities at parks should continue to expand opportunities for the entire community, including the installation of permanent street furniture, interactive amenities, and programming.

Policy MB-37: Explore the redevelopment of Peter Kirk Park and surrounding city-owned facilities into a major regional recreational facility to increase access and opportunity for the entire community.

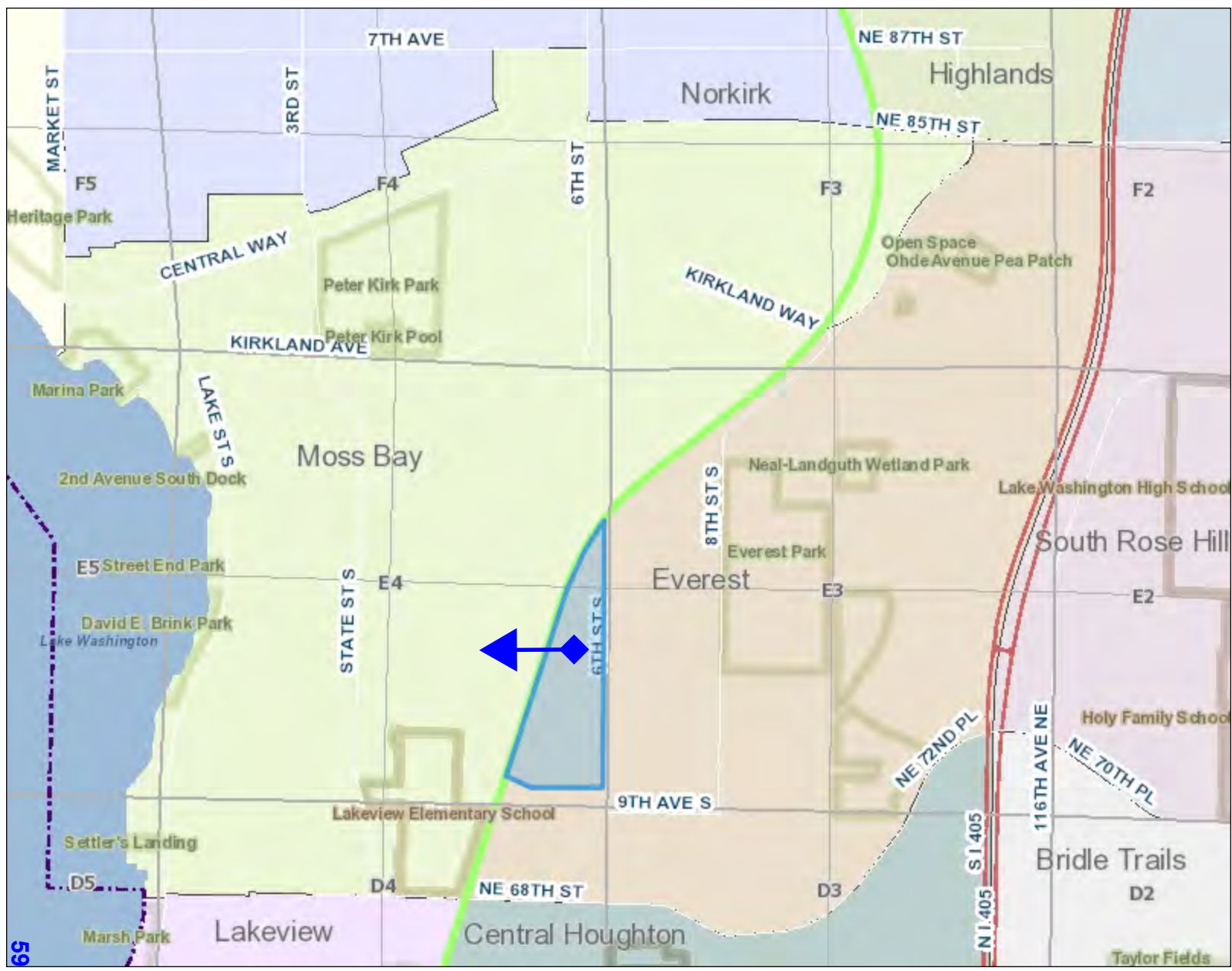
Policy MB-38: Using signage, wayfinding, water-oriented retail services, and new facilities, promote non-motorized watercraft usage along Lake Washington, with a node in Downtown.

Note: Contextual language to be inserted here for all policies.





City of Kirkland GIS



Shift SRM/Google Phase 2 & 3 Buildings from Everest into Moss Bay Neighborhood & Regional Center?

- Consolidates campus into one planning area
- Moss Bay Neighborhood will be part of the Regional Center (Everest will not)
- Regional Center designation enables the City to better compete for federal and state transportation dollars
- Properties are developed, so no substantive policy or regulatory change

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August 19, 2021 - Comments on a Proposed Redrawing of the Everest Neighborhood's Boundaries to Exclude The Current Google Campus

Google and SRM are integral and valued members of the Everest Neighborhood. SRM is located in the Everest Neighborhood on the east side of 6th St S. Google's current main Kirkland campus is split between Moss Bay and Everest. Google's new Kirkland Urban campus is under construction and will result in hundreds if not thousands, of new jobs in Kirkland's Downtown core. Additionally, if the Lee Johnson Campus proceeds as planned, another large Google location will appear in the next few years.

As can be seen, Google's footprint will span multiple neighborhoods, with large employee presences at each location. If one is serious about reducing commute distances and facilitating a close proximity between employment and residences, this would seem to be an ideal situation. In this context, it makes even less sense to try to remove Google from the Everest Neighborhood, where so many Google employees already live. An ideal model is where one lives and works in the same neighborhood. This may seem like a matter only of semantics – but as has been said – words matter!

Looking at the beginnings of Google's presence in Kirkland, Everest is on record, from the beginning, as welcoming Google with open arms. Everest residents participated actively from the first, providing requested input and comments, during the planning and development stage of Google's presence in Kirkland. This participation also involved early conversations with SRM, the Google campus developer. At the time Google's 6th St S campus was under development, the Moss Bay Neighborhood's primary concern was avoiding any Google traffic in Moss Bay. Campus access was specifically designed so that most traffic to and from the campus went through Everest. Everest had some concerns, but accepted that this was a reasonable price to pay to facilitate a positive City and Neighborhood asset.

Everest Neighborhood Association's Chair and Board, along with Everest residents, were specifically invited to the dedication of the new campus several years ago. Since that time both Google and SRM have supported the Neighborhood and the Neighborhood Association in numerous ways, including participation and generous donations to the Neighborhood's annual Picnic, and donations to Everest's annual holiday gifts drive benefitting such organizations as Treehouse and Attain Housing.

Severing the physical connection between the Everest Neighborhood and SRM/Google is the wrong thing to do. Everest Neighborhood opposes any such change to its boundaries. There is no benefit to anyone; there is only an opportunity to rearrange employment numbers into an artificially defined area. Google will have multiple campuses in Kirkland, distributed across several neighborhoods, including Everest. As discussed above, this is as it should be.

[signed]

David L. Aubry

Chair Everest Neighborhood Association

